

JOURNAL

OF THE

House of Assembly

OF

NEWFOUNDLAND.

Anno Trigesimo Nono Victoriae Reginae.

His Excellency SIR STEPHEN JOHN HILL, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.



Second Session Twelfth General Assembly.

ST. JOHN'S, NEWFOUNDLAND.

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JOURNAL

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PRINTED AT THE "EXPRESS" OFFICE.



PROCLAMATION.

S. J. HILL,
Governor.
[L. S.]

*By His Excellency Sir STEPHEN JOHN HILL,
Knight Commander of the Most Disting-
uished Order of St. Michael and St.
George, Companion of the Most Honour-
able Order of the Bath, Governor and
Commander-in-Chief in and over the Island
of Newfoundland and its Dependencies.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS the General Assembly of this Island stands prorogued until THURSDAY, the 1st day of JULY next; and Whereas I think fit to Prorogue the said GENERAL ASSEMBLY, until Wednesday the 25th day of August next: I do, therefore, by this my Proclamation, further Prorogue the said GENERAL ASSEMBLY until Wednesday the 25th day of August next, as aforesaid; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at St. John's, in the aforesaid Island, the Twenty-eighth day of June, A. D. One Thousand Eight Hundred and Seventy-five.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.



PROCLAMATION.

H. W. HOYLES,
Administrator.

*By His Honor, SIR HUGH W. HOYLES,
Knight, Administrator of the Govern-
ment of Newfoundland and its De-
pendencies, &c., &c.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS the General Assembly of this Island stands *Prorogued* until Wednesday, the 25th of August next; and Whereas I think fit to Prorogue the said *General Assembly*, until Wednesday the 20th day of October next: I do, therefore, by this my Proclamation, further *Prorogue* the said General Assembly until Wednesday the 20th day of October next, as aforesaid; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at St. John's, in the aforesaid Island, the Twenty-first day of August, A. D. One Thousand Eight Hundred and Seventy-five.

By His Honor's Command,

E. D. SHEA,
Colonial Secretary.



PROCLAMATION.

S. J. HILL,
Governor.
[L. S.]

*By His Excellency SIR STEPHEN JOHN HILL,
Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS the GENERAL ASSEMBLY of this Island stands Prorogued until Wednesday, the 20th day of October next ; and Whereas I think fit to Prorogue the said GENERAL ASSEMBLY until Wednesday the 15th day of December next : I do, therefore, by this my Proclamation, further Prorogue the said GENERAL ASSEMBLY until Wednesday the 15th day of December next, as aforesaid ; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at St. John's, in the aforesaid Island, the Eighteenth day of October, A. D. One Thousand Eight Hundred and Seventy-five.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.



PROCLAMATION.

S. J. HILL,
Governor.
[L. S.]

*By His Excellency Sir STEPHEN JOHN HILL,
Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS the GENERAL ASSEMBLY of this Island stands Prorogued until Wednesday, the 15th day of December, inst. ; and Whereas I think fit to Prorogue the said GENERAL ASSEMBLY until Thursday the 3rd day of February next : I do, therefore, by this my Proclamation, further Prorogue the said GENERAL ASSEMBLY until Thursday the 3rd day of February 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 St. John's, in the aforesaid Island, this Thirteenth day of December, A. D. One Thousand Eight Hundred and Seventy-five.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

JOURNAL AND PROCEEDINGS

OF THE

SECOND SESSION

OF THE

Twelfth General Assembly

OF

NEWFOUNDLAND.

THURSDAY, 3rd FEBRUARY, 1876.

THE GENERAL ASSEMBLY having, by several Proclamations of His Excellency the Governor, been prorogued until this day, the Members thereof met in the Assembly Room.

By virtue of a Commission under the Great Seal of this Island, to the Honorables E. D. SHEA and EDWARD MORRIS, which is as follows:

STEPHEN J. HILL.
[L.S.]

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

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS, by our Warrant under the Great Seal of our Island of Newfoundland, bearing date the third day of February, A. D. 1875, we authorized certain Commissioners to administer the Oath Allegiance to Members of the General Assembly of our said Island, whose names were therein set forth. And whereas the Honorable FREDERICK B. T. CARTER, one of the said Members of the said General Assembly for the District of Twillingate and Fogo, was absent from our said Island at

the time of the execution of the aforesaid presents, and did not appear before our said Commissioners.

Now, therefore, know ye that we do by these presents, constitute and appoint the Honorables EDWARD MORRIS, President of the Legislative Council, and EDWARD D. SHEA, member of the Executive Council of our said Island, to be Commissioners, they, or either of them to administer the oath of allegiance to the said Hon. F. B. T. CARTER, elected to serve in the said General Assembly of our said Island for the said District of Twillingate & Fogo, giving to them and either of them, our said Commissioners, full power and authority to perform the matter herein mentioned, ratifying and confirming all whatsoever they or either of them shall do and perform in this behalf, and thereof they or either of them is to make due return under their hands and seals unto our Governor of our said Island with these presents annexed.

Given under the Great Seal of Our aforesaid Island.

WITNESS, Our trusty and well-beloved SIR STEPHEN JOHN HILL, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honorable Order of the Bath, Our Governor and Commander-in-Chief in and over Our said Island and its Dependencies, at St. John's, in Our said Island, this Second day of February, A. D. 1876, and in the Thirty-ninth year of Our Reign.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

Examined,

F. B. T. CARTER,

H. M. Attorney General,

The said Commissioners came, between the hours of one and two o'clock, P. M., on the said third day of February, into the Council Chamber, JOHN STUART, Esq., Clerk of the House of Assembly attending, when the Hon. F. B. T. CARTER, elected one of the Members for the District of Twillingate and Fogo, took and subscribed the Oath of Allegiance in presence of the said Commissioners.

And the Hon. F. B. T. Carter took his seat as Member for the said District accordingly.

(A Message from His Excellency the Governor.)

At two o'clock, a Message from His Excellency the Governor was delivered by F. W. RENNIE, Esq., the Gentleman Usher of the Black Rod, commanding the immediate attendance of Mr. SPEAKER and the House in the Council Chamber.

Accordingly, Mr. SPEAKER and the House attended His Excellency the Governor in the Council Chamber, and being returned to the Assembly Room,

Mr. SPEAKER informed the House that, when in attendance on His Excellency the Governor in the Council Chamber, 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, and 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:

I have great gratification in recurring to your counsel and co-operation in the conduct of public affairs on this, the seventh occasion since my assumption of the Government of the Colony.

The Seal Fishery of last year was of but partial good fortune, which was limited almost wholly to the steamer portion of the outfit. The season having been one of unusual rigour, enormous quantities of ice impeded the movements of the sailing fleet, and thus caused the failure of their enterprise. The result, however, on the whole, was of an average amount.

The Cod Fishery was unproductive on some parts of the Newfoundland coast, while prosperous in other localities. That of Labrador gave a fair return, which, with the enhanced prices of produce, rendered the general operations of the season moderately remunerative to producers. Our exports to foreign markets have in most instances obtained satisfactory sales.

My Government having been apprised last spring of the existence of Fever in Conception Bay, and apprehending danger to those engaged in the Labrador Fishery, appointed an experienced medical man to proceed with them to that coast and remain there during the fishing season. He rendered very excellent services, which, while inspiring salutary confidence, probably averted much loss of life.

The cultivation of the land has met with an ordinary degree of success. Our most important crop, the potato, has been indeed visited with blight, but the produce was exceptionally large, and the greater portion of the yield of this valuable article of food has been preserved in sound condition.

The provisions of the Act of last Session for Inspection of Pickled Fish, have been carried out with marked benefit to this branch of our commercial interest. To insure to the Act its full effect, improvement will be requisite in the cure of the Fish, and great care with regard to the packages. The law regulating the latter came into force with the commencement of the present year.

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

During the first quarter of last year the ice-bound state of the coast for some time prevented the entrance of shipping to our harbors, and the collection of Customs revenue was thus appreciably diminished. I am glad, however, to be enabled to inform you that the aggregate receipts for the year exceeded the estimated sum.

The accounts for 1875, with the estimates for the current year, will be promptly laid before you, and I rely on your accustomed readiness to provide for the exigencies of the public service.

Mr. President and Honourable Gentlemen of the Legislative Council :

Mr. Speaker and Gentlemen of the Honourable House of Assembly :

As early as practicable last spring a staff of Engineers was selected and sent here by Mr. Sandford Fleming, the eminent engineer of Canada, to carry out a preliminary survey for the proposed Railway in this country, and, with the exception of some fifteen miles, this work has been completed. In the unavoidable absence of Mr. Fleming, Mr. Alexander Murray has, at Mr. Fleming's request, prepared a digest of the Report of the Engineers, which will be found to contain valuable information on the characteristics of the line of country traversed. It gives assurance that this line presents no material obstacles to the construction of a Railroad. At an early day I hope to receive from Mr. Fleming his own full report on the project, with which you will be furnished for your complete satisfaction and guidance. I have to express my thankful acknowledgements to Mr. Sandford Fleming for his able and gratuitous services in connection with this undertaking. Mr. Fleming having evinced his zealous interest as far back as 1868, when he had a survey worked out here at his own personal expense.

The Report of Mr. McLeod, Civil Engineer, of his survey of the Timber Forests on the Humber and at Gander Bay, with an explana-

tory map, and Mr. Murray's Report of his Geological explorations, will be also as speedily as possible placed in your hands.

Mining pursuits in this country have acquired an importance rapidly on the increase, which will be fully apparent from the large issue of Licenses and Grants within the year. The continued successful operations at Tilt Cove, and the recent prosperous developments at Bett's Cove in the same neighborhood, both affording employment to several hundreds of our people, demonstrate the mineral wealth of this region. In view of the growth of this new industrial resource, you will, I think, recognise the necessity of an accurate mapping out of the tract of country in question, both for necessary information and for the avoidance of difficulties likely to arise from confused or disputed limits.

Native Ship-building appears to have received an impetus from the application of your bounty, and I trust the increased encouragement offered by the legislation of last session, particularly the liberal grant for the building of steam bait-skiffs, may still further speed this industry.

An application has been lately made to my Government on behalf of a proposed company, for a charter and pecuniary aid for the extension of Telegraphic communication to the northward of this island. The merits of the proposal will doubtless receive your mature consideration, and you may possibly be enabled to devise a measure that will place Telegraphic intercourse within the enjoyment of those other sections of the Colony which have not hitherto known its esteemed advantages.

Since our last meeting Commissioners, appointed by Great Britain and France, have had under consideration those vexed questions arising from our Fishery Treaties, in which we hold so vital an interest, their basis of negotiation being the Resolutions adopted in 1874 by the local Legislature. These proceedings still engage the solicitous attention of Her Majesty's Government with the hope of an acceptable adjustment of the respective claims; and my advisers have not failed to use their utmost endeavors for the settlement of these long pending conflicts, so fraught with evil, and which at length assume an aspect becoming more and more alarming. The gravity of the issues has now obtained for this subject an unwonted prominence in Great Britain, and gentlemen of high influence in Parliament and the Press are also actively enlisted for the maintenance in their integrity of British and Colonial rights, so far as they are consistent with the due observance of Treaty obligations. I earnestly hope our united efforts may soon attain their object; and the inquiry may suggest itself whether some further action on your part would not tend to accelerate this anxiously desired conclusion.

The subject of compensation for those privileges granted to American fishermen by the Washington Treaty, will be dealt with at Halifax in June next, by British and American Commissioners. My Government will be prepared to adopt such course as may appear to be most conservative of those paramount claims of the Colony which are involved in this question.

A proposition from the Imperial Government under the Treaty of Berne, for a reduced and uniform rate of postage at five cents the half ounce, between Europe and America, has received the provisional assent of my Government. I have no doubt the arrangement will much promote public convenience.

It will be worthy of your deliberation that some steps be taken to assist the revival of the fishery on the Banks, once the prolific source of wealth to our trade. With fewer advantages than we possess in our proximity to those teeming fishing grounds, our American and French rivals have continued to fish there, with encouraging results, and their example should stimulate endeavour on our part to re-establish this promising enterprise.

The admitted diminution in the supply of Bait on our shores is a matter that must command your best attention, and it will be for you to determine what course should be adopted for the prevention of the reckless waste which now threatens the destruction of this vital element in the prosecution of our staple industry.

The new Light Houses at Channel and Burgeo have been for some time in operation, with benefits highly prized by the mariner. The Light at Twillingate North Point, will be exhibited in the coming spring, the building being now complete and the machinery imported. The small and inefficient Light at Harbor Briton has been replaced by one of superior character and on a more advantageous site.

The new wing of the St. John's Hospital has been completed and the whole building furnished with the most approved modern appliances. In all essential respects this institution will now bear favorable comparison with those of other countries.

I am happy to state that though two or three cases of small-pox were introduced here last summer, the vigilance and judicious management of the authorities sufficed under Providence to prevent the extension of this dread pestilence amongst our population. We have cause of deep thankfulness in our exemption from epidemic disease during the year, and the contrast thus presented with so many other communities.

The strict observance of the requirements of our amended License Act has had a salutary effect in repressing offences arising from intemperance ; and the peace and good order which generally prevail, although a normal condition here, afford nevertheless a just subject of congratulation.

The despatches received from the Secretary of State for the Colonies, and such correspondence as should be submitted to you, will be laid on the table of your honorable Houses.

This is probably the last occasion on which I shall have the pleasure of addressing you. I cannot, therefore, forego this public opportunity ere I leave this land for ever, of expressing the great satisfaction I have always experienced in my intercourse with the Legislative Bodies ; and, although under the free form of Responsible Government which you enjoy, I have known changes in the administration, in accordance with the movements of public opinion, and I have been thus brought into connection with all sections of party, I have at no time found any difficulty in conducting the administration of the Government, being enabled to act in harmony with the respective Ministries. I shall always hear with sincere pleasure of the prosperity of Newfoundland, feeling assured that the future of the Colony will fully realize the best anticipations of her people.

In conclusion, I fervently trust that the Omnipotent Ruler may direct your counsels to the accomplishment of measures most conducive to the well being of the Colony.

On Motion of Mr. WINTER, seconded by Mr. STEER,

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

Ordered,—That Mr. Winter, Mr. Steer, Mr. Godden, Mr. Conroy, and Mr. Collins do form the Committee.

Mr. McNIELY gave notice that, on to-morrow, he will move for the appointment of a Select Committee on the Contingencies of the House.

Also, that, on to-morrow, he will ask the Hon. Receiver General for a return of the expenditure of Grants to the St. John's and Harbor Grace Fire Companies respectively, with the details of the same.

Mr. WINTER gave notice that, on to-morrow, he will move for the appointment of a Select Committee on Reporting and Printing.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General to place on the table of the House a detailed statement of the expenditure on account of the Railway Survey.

Also, that he will ask the hon. Surveyor General to place on the table of the House a detailed statement of the expenditure on account of the survey and exploration of Timber Lands under Mr. McLeod.

Also, that he will ask the Hon. Receiver General to lay on the table of the House a statement containing the names of all persons in arrears for Crown Rents, up to the present date, with the amounts due by each person, and the yearly sums for which each person is liable as rent.

Ordered,—That the House, at its rising, do adjourn until half-past three o'clock, each day, unless otherwise ordered.

Ordered,—That the House do adjourn until Monday next.

Then the House adjourned until Monday next, at half past three of the clock.

TUESDAY, 8th FEBRUARY, 1876.

Mr. WINTER, from the Select Committee 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, presented the Report, 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. WINTER gave notice that, on to-morrow, he will move the suspension of the Rules of the House in reference to the Address of Thanks.

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

Then the House adjourned till Thursday next, at half-past three of the clock.

MONDAY, 14th FEBRUARY, 1876.

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 Rules of the House be suspended in reference to the said Address.

And the Rules of the House were suspended accordingly.

Ordered,—That the House do now resolve itself into Committee of the Whole on said Address.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

Mr. 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 stand first on the Order of the Day for to-morrow.

On motion of Mr. WINTER, seconded by Mr. WATSON,

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

Ordered,—That Mr. Winter, Mr. Watson, Mr. Kent, Mr. Nowlan and Mr. Bowring do form the Committee.

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

Resolved,—That a Select Committee be appointed on Contingencies.

Ordered,—That Mr. McNeily, Mr. Rorke, Mr. Conroy, Mr. Dearin, the Surveyor General, and the Speaker, do form the Committee.

Then the House adjourned till to-morrow, at half-past three of the clock.

TUESDAY, 15th FEBRUARY, 1876.

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. KELLIGREW 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 stand first on the Order of the Day for to-morrow.

MR. CONROY gave notice that, on to-morrow, he will ask the hon. and learned Premier whether the accounts on pages 20 and 28 of the detailed statement of expenditure, laid upon the table of the House last Session, represent the full amounts disbursed, as incurred on account of Census and Elections of 1874, respectively, and if they do not, that he will cause to be furnished detailed accounts of all the expenses incurred as well as paid on those accounts, including printing and conveyance by sea.

Also, that, on this day week, he will ask leave to bring in a Bill to amend the License Act of 1875.

Mr. McNEILLY gave notice that, on to-morrow, he will ask leave to introduce a Bill respecting Foreign Marine Insurance Companies in this Island.

Mr. FENELON gave notice that, on to-morrow, he will ask the hon. the Premier on and by what authority the sum of \$2600 was paid to His Excellency the Governor from the Public Treasury in 1874, over and above the amount provided by Chapter 58, Title 16, of the Consolidated Statutes.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. and learned Premier whether any order has been made upon the Address to His Excellency the Governor, which passed this House on the 7th day of April last, respectfully requesting that the Petition of Wm. McGrath, first Director, Charles Gamburg, second Director, and other officers of the Cathedral Fire Brigade, on the subject of a grant to pro-

cure Waterproof Jackets for the members of the Brigade, be taken into consideration.

Also, that he will ask the Chairman of the Board of Works if any thing has been done since the close of last Session of the Legislature towards the erection of a Lighthouse or Steam Whistle on or near Cape St. Francis, and if any plans, specifications, or estimates for the said works have been obtained, to lay the same on the Table of the House.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the Table of the House a full statement of the quantity of fish of different kinds, dry or pickled, also the quantity of fish oils exported to the United States, and the Ports discharged at, for the years 1874 and 1875 inclusive.

Also, that, on to-morrow, he will ask the hon. the Premier to lay on the table of the House a return of all Fees and Fines levied in the District Court in St. John's, for the years 1874 and 1875 inclusive, and how disposed of.

Also, for a return of the permanent Poor in the several Districts, there number, age, and sex, whether blind, dumb, crippled, idiotic, or labouring under any other infirmity, the number of widows and orphans, their yearly stipend or allowance and number in family, and also the amount expended in the years 1874 and 1875, inclusive, for casual poor, showing the increase (if any) in the several Electoral Districts.

Then the House adjourned till to-morrow, at half past three of the clock.

WEDNESDAY, 16th FEBRUARY, 1876.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on 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. KELLIGREW 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 stand first on the Order of the Day for to-morrow.

Then the House adjourned till to-morrow at half past three of the clock.

THURSDAY, 17th FEBRUARY, 1876.

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. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

Mr. 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 stand first on the Order of the Day for to-morrow.

Then the House adjourned till to-morrow, at half-past three of the clock.

FRIDAY, 18th FEBRUARY, 1876.

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. KELLIGREW 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 stand first on the Order of the Day on Monday next.

Then the House adjourned till Monday next at half past three of the clock.

MONDAY, 21st FEBRUARY, 1876.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole, on 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. KELLIGREW 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, with an Amendment, which they had directed him to report to the House, and he handed the Address, as amended, in at the Clerk's table, where it was read, as follows :

*To His Excellency SIR STEPHEN JOHN HILL,
Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Military Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

1. We, the Commons House of Assembly of Newfoundland, in legislative session convened, beg to tender to your Excellency our thanks for the gracious speech with which your Excellency has been pleased to open the present session of the General Assembly.

2. It is satisfactory to find that the good prices realized for staple products have, to a great extent, compensated for the partial success attending the seal and codfishery operations of the past season.

3. We are glad to learn that the wise precaution taken by the Government in sending a medical gentleman to visit the coast of Labrador during the past season, as well as the active measures adopted for the prevention of small-pox in St. John's, were both attended with salutary results.

4. The fair success attending agricultural operations, and particularly an abundant potato crop, are matters for grateful acknowledgment.

5. We are pleased to hear of the beneficial operation of the measure adopted last session for regulating the inspection of pickled fish intended for exportation; and we confidently hope that when the Act is fully in operation, its provisions will work a still greater improvement in the value of this important branch of commerce.

6. We are glad to be informed that the revenue of the past year has been somewhat above the estimate.

7. The accomplishment of the important work of the Railway Survey, authorized by the Act of last session, and the favorable accounts given by the Surveyors as to the feasibility of carrying on the work, will, we trust, lead to the speedy undertaking of this great enterprise, upon which the future prosperity of the Colony so largely depends.

8. The promised report from Mr. McLeod, Civil Engineer, upon the timber and forest lands of the Colony, will, no doubt, be a source of interesting and valuable information.

9. It is gratifying to be assured of the increasing interest which is being taken in mining enterprise in various parts of the colony, and of the great success attending the extensive operations at Tilt Cove and Bett's Cove. As to the necessity for the suggested mapping out of our mining districts, there can be no question.

10. We are pleased to hear that the bounties granted by the Legislature for the encouragement of native ship-building have proved so effective a stimulus to this important industry, and the profitable employment of so many of our people.

11. We regard the proposal to undertake the extension of telegraphic communication to the northern portion of the Island as deserving of the favorable consideration of the Legislature, affording, as it will, facilities for the interchange of intelligence between the capital and the northward, which must prove of great commercial value.

12. We are induced to hope that the active negotiations now pending between the Governments of Great Britain and France, in relation to the question of fishing and territorial rights on those parts of our coast where the French have a temporary right of fishing, may speedily result in such a settlement of these long-pending and vexatious disputes as will be satisfactory to both nations, and secure to our people the full enjoyment of those rights which we hold to be of so great value, and which have been so long denied to them.

13. We are gratified with the assurance that measures will be taken to secure a due consideration of the claims of this colony for the privileges conceded to American fishermen, under the Treaty of Washington, by the Commissioners appointed to deal with these questions, who are to meet at Halifax in June next.

14. The adoption of a uniform and reduced rate of postage between the countries of Europe and America, will, no doubt, be a measure of great general advantage and convenience, in which we shall be glad of the opportunity of participating.

15. We concur with your Excellency in the hope that the prospect of a successful prosecution of the fishery on the Banks may induce the revival of that important and valuable industry, and we shall be glad to give our best attention to any measure intended to promote so desirable an object.

16. We fully recognise the necessity for the immediate adoption of some stringent measures for preventing that reckless destruction of bait, in various ways, which of late years has prevailed to such an extent as to threaten the speedy extinction of that indispensable adjunct to our cod fisheries.

17. We are pleased to notice the completion of the Light Houses at Channel, Burgeo and at Twillingate, and the perfecting of our Hospital accomodation, by the completion, in a creditable manner, of the new wing to the St. John's Hospital.

18. It is gratifying to observe the continued good order which prevails in the community, and the improvement which has been effected under the provisions of the amended Licence Act.

19. We have to thank your Excellency for the promise of copies of despatches and correspondence.

20. We receive with feelings of sincere regret, the announcement of your Excellency's early departure from Newfoundland. During the period of your Excellency's administration of the Government, the many estimable qualities displayed by your Excellency in the official discharge of duty, and upon all occasions of social intercourse with the people, have had their natural effect in preserving the most cordial relations between your Excellency and the Legislature, and in gaining for your Excellency the respect and esteem of the whole community. We feel assured that upon leaving Newfoundland, your Excellency will be followed by the kindly feelings of all classes of our people and their sincere wishes that your Excellency may be spared to enjoy many years of happiness.

On motion that the report be adopted,

Mr. KENT moved in amendment, seconded by Mr. DEARIN,

That the third paragraph be expunged, and the following substituted in lieu thereof:

We are glad to learn that the duty performed by the Government in sending a medical gentleman to visit the coast of Labrador during the past season; as also in taking active measures in conjunction with the Board of Health, for the prevention of small pox in St. John's, were attended with salutary results.

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

For the Amendment--11.

Mr. Bennett,
 " Little,
 " Fenelon,
 " Tessier,
 " Dearin,
 " Kent,
 " Nowlan,
 " Raftus,
 " Scott,
 " Collins,
 " Conroy.

Against the Amendment.—14.

Hon. Attorney General,
 " Solicitor General,
 " Receiver General,
 The Surveyor General,
 Chairman Board of Works,
 Mr. Rorke,
 " Winter,
 " Steer,
 " Ayre,
 " Bowring,
 " Godden,
 " Watson,
 " Rabbits,
 " Kelligrew.

So it passed in the negative.

And the question being again put on the original motion,

Mr. FENELON moved in amendment, seconded by Mr. KENT,

That the following clause be added at the end of the fourth paragraph :

But the House regret that as a special outlay was incurred in connection with the cultivation of land in certain electoral Districts in 1874, the Government have not furnished details with reference to the particular capabilities of the Districts so examined, viz., Bay-de-Verds, Trinity, Bonayista, and Twillingate and Fogo.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being then put,

Mr. FENELON moved in amendment, seconded by Mr. KENT,

That the following clause be added at the end of the sixth paragraph.

But regret your Excellency's advisers have not enabled you to inform the Legislature what the expenditure has been, and whether it has been kept within the aggregate receipts.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. CONROY moved in amendment, seconded by Mr. SCOTT,

That the following be substituted for the seventh paragraph :

We should be pleased if the Legislature were informed what disposition had been made of the liberal grant of last session, allowed for the railway survey, and we regret that after asking for and receiving so very large a sum, no policy has been declared on the part of your Excellency's Government in reference to future action respecting the projected Railway.

And the House dividing thereon, it passed in the negative on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. DEARIN moved in amendment, seconded by Mr. KENT,

That the following be substituted for the eighth paragraph :

We regret that it was considered necessary to employ a gentleman from abroad to undertake the survey of our Timber lands, when in the already well appointed departments of the Public Service, efficient officers could have been found for the discharge of such duties.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. LITTLE moved in amendment, seconded by Mr. KENT,

That the following be substituted for the ninth paragraph :

We are pleased to hear that the private enterprise of the proprietors of the Tilt Cove and Bett's Cove Mines is successful in developing the mineral wealth of the region in which these mines are situated, and affording remunerative employment to hundreds of our people.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being then put,

Mr. FENELON moved in amendment, seconded by Mr. SCOTT,

That the following be substituted for the Eleventh paragraph .

We regret your Excellency did not inform the House that your Excellency's Government have taken steps to abolish the existing Monopoly in intercontinental telegraphy over Newfoundland.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. KENT moved in amendment, seconded by Mr. CONROY,

That the following be added in continuation of the seventeenth paragraph :

We must, at the same time, give expression to our regret, that the intentions of past Legislatures respecting a light or steam whistle at Cape St. Francis have not been carried out by the Government, and that this neglect has led to such terrible disasters and loss of life as occurred last fall in that locality.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. SCOTT moved in amendment, seconded by Mr. KENT,

That the following be substituted for the eighteenth paragraph :

We are gratified to observe that peace and good order continue to mark the conduct of our people, and would be pleased to learn that your Excellency deemed it advisable to recommend the reconsideration of the present License Act.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. FENELON moved in amendment, seconded by Mr. SCOTT,

That the following clause be added to the nineteenth paragraph :

And it would have been gratifying to the House to have been informed that certain misappropriations of the public funds by the pre-

sent Government, in the increase of Salaries and granting back pay for the year 1874, had been revoked, and the money returned to the Treasury. And this House would have received with satisfaction an intimation from your Excellency that a measure would be introduced for replacing upon a footing commensurate with the means and ability of the people of this country, those official salaries that were raised in the last session of the Legislature, particularly those of the Governor, the Judges and the Departmental officers. The return of the Premier to Newfoundland, and his being numbered amongst your Excellency's advisers, naturally fortified the hope entertained by the House that such a course would have been adopted.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being then put,

Mr. CONROY moved in amendment, seconded by Mr. KENT,

That the following paragraph be inserted between the 19th and 20th paragraphs :

We have observed with surprise that at no time since the closing of the session in which, upon the Address of this House, a Commission was appointed for the investigation of public accounts, have your Excellency's Ministry, as it would appear, advised any reference to that subject, nor caused to be communicated to the House through your Excellency, what were the results of that Commission, and what action had been taken thereon.

And the House dividing thereon, it passed in the negative, on a similar division as the foregoing.

And the question on the original motion being again put,

Mr. CONROY moved in amendment, seconded by Mr. DEARIN,

That the 13th paragraph be expunged and the following substituted :

With respect to the Treaty of Washington, we express the hope that the paramount claims of the Colony will be considered, and that the Government will take such effective steps as will secure to the Colony just and ample remuneration for the valuable concessions made to the citizens of the United States.

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

For the Amendment—10.

Mr. Little,
 “ Fenelon,
 “ Tessier,
 “ Dearin,
 “ Kent,
 “ Nowlan,
 “ Raftus,
 “ Scott,
 “ Collins,
 “ Conroy.

Against the Amendment.—14.

Hon. Attorney General,
 “ Solicitor General,
 “ Receiver General,
 The Surveyor General,
 Chairman Board of Works,
 Mr. Rorke,
 “ Winter,
 “ Steer,
 “ Ayre,
 “ Bowring,
 “ Godden,
 “ Watson,
 “ Kelligrew,
 “ Rabbits.

So it passed in the negative.

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

Ordered,—That the Report be adopted.

Ordered,—That the Address be engrossed, and read a third time [this day.

And the Address was read a third time accordingly.

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

The hon. ATTORNEY GENERAL informed the House that His Excellency the Governor would receive Mr. Speaker and the House with the Address of Thanks, at Government House, to-morrow, at a quarter to one o'clock.

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.

TUESDAY, 22nd FEBRUARY, 1876.

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 repaired to Government House, and being returned to the Assembly Room,

Mr. SPEAKER informed the House, that when in attendance on his Excellency the Governor, he had presented the Address, to which his Excellency had been pleased to reply as follows:

Mr. Speaker and Gentlemen of the House of Assembly :

In thanking you for your Address, I am pleased to observe that the several matters of public interest which I have suggested for your consideration are such as meet your concurrence. I am assured it is your desire that such measures be adopted as will promote the best interests of this ancient Dependency of the British Crown.

Your kindly expressions of respect and regard on my approaching departure from these shores, I shall ever pleasingly remember; and it will always be to me a source of satisfaction to hear of the prosperity of Newfoundland and her hardy fishermen.

GOVERNMENT HOUSE,

22nd February, 1876.

Mr. McNEILY, pursuant to notice, and on leave granted, presented a Bill respecting Foreign Life and Marine Insurance Companies carrying on business in this Island, 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 Tuesday the seventh day of March next.

Then the House adjourned till Tuesday the seventh March next, at half past three of the clock.

TUESDAY, 7th MARCH, 1876.

Mr. DEARIN presented petitions from George Neary and others, of Portugal Cove, Uriah Codner and others, of Torbay, and from William Tucker and others, of Pouch Cove, which were received and read, praying for grants to open roads in these localities; also from Martin Keough and others, of Quidi Vidi, for a grant to build a landing place there, and from Michael Dwyer and others, of Belle Isle, for a grant to repair and extend the public wharf there.

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

Mr. LITTLE presented a petition from William Swansborough, of St. John's, which was received and read, praying for the appointment of Messenger to the House of Assembly.

Ordered,—That the said petition do lie upon the table.

Mr. BOWRING presented a petition from Andrew Walsh, of St. John's, which was received and read, praying to be appointed to the situation of Messenger to the House of Assembly.

Ordered,—That the said petition do lie upon the table.

The hon. SOLICITOR GENERAL presented a petition from Stephen French, of St. John's, which was received and read, praying to be appointed to the situation of Messenger to the House of Assembly.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from Samuel Morgan and others, of Ship Cove, Bay Despair, which was received and read, praying for a grant to open roads in that locality.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from George M. Snelgrove and others of Bellorem, which was received and read, praying that his salary as keeper of the Beacon there may be increased.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from John Harris, of Connaigre, which was received and read, praying for compensation for preventing the hauling of herring at improper seasons.

Ordered,—That the said petition do lie upon the table.

Mr. KENT presented petitions from Mary McGrath and others of Pine River Road, and from Richard King and others of Bauleen, which were severally received and read, praying for grants to complete those roads.

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

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Martin Bowdridge of St. John's, which was received and read, praying to be appointed Messenger of the House of Assembly.

Ordered,—That the said petition do lie upon the table.

Mr. BENNETT presented a petition from the Revd. Thos. Henebury and others of Trepassey, which was received and read, praying for the establishment of public Wells there.

Ordered,—That the said petition do lie upon the table.

Mr. LITTLE presented a petition from Thos. Phelan and others, of Horse Cove, which was received and read, praying for a grant to repair roads in that locality.

Ordered,—That the said petition do lie upon the table.

Mr. KENT presented a petition from Clement Hudson and others, of Pouch Cove, which was received and read, praying for a grant to repair local roads.

Mr. STEER presented a petition from George Gardner and others, of Heart's Content, which was received and read, praying that a Sessions Court may be opened at Heart's Content.

Ordered,—That the said petition do lie upon the table.

The hon. SOLICITOR GENERAL presented the following petitions, which were severally received and read, praying for grants to open and repair roads.

From John McCarthy and others, Tickle Harbor; Charles Bryant and others, Oney Island, Random Sound; John Rendell and others, of Robin Hood and Salmon Cove; John Cooper and others, of Rocky Brook; Arthur Tilley and others, of Bird Island Cove; Spragg Freeman and others, Salmon Cove West; Joseph Hudson and others, of Grate's Cove; Jacob Pitcher and others, of Salmon Cove East; James Moody and others, of Salmon Cove; William Bugden and others, of English Harbor; Thomas Watkinson and others, of Northern Bight; William Fowler and others, North side Trinity; Isaac Rendell and others, of

Plog Cove; Thomas Fowler and others, Job's Head, Trinity North; George Gardner and others, Scilly Cove, and from Thos. Harrison and others, of Red Head Cove.

Ordered—That the said several petitions do lie upon the table.

Mr. CONROY presented a petition from James O'Neil, schoolmaster, of Fermeuse, which was received and read, praying that a gratuity may be granted him in consideration of his long services in that capacity.

Ordered—That the said petition do lie upon the table.

He also presented a petition from Terrence Morrissey, teacher at Bay Bulls, which was received and read, praying that his pension of five pounds per annum may be increased.

Ordered,—That the said petition do lie upon the table.

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

By Mr. WATSON, from Silas Loder and others, Solomon Pelley and others, William Stanley and others, John G. Short and others, James Gulliford and others, John Read and others, John Short and others, and William Soyer and others, of Hant's Harbor; Isaac Adry and others, of Lee Bight; Frederick Kelland and others, of Scilly Cove; William Bayley and others, of Seal Cove, and from James Brown and others, of Russell's Cove.

By Mr. KELLIGREW, from Thomas Butt and others, of Fortune Harbor, and from Henry Leveridge and others, of Old House Cove.

By the SURVEYOR GENERAL, from William Coubel and others, Bonavista; Thomas Mullooney and others, of Sweet Bay; Edward Mullooney and others, of same settlement; John Maggridge and others, of Tickle Cove; Robert Russell and others, of Tickle Cove and Keels; William Tilly and others, of Indian Arm; Rev. William Kirby and others, of King's Cove; William Templeman and others, of Villa Verd, and from George Shears and others, of Open Hall; also from Alexander McMillan and others, of Cape Island, for bridge over Cape Island Gut, to the main road.

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

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

Estimate for defraying part of the Public Expenditure of the Colony, for the year 1876.

Financial Statement of the affairs of the Colony, for the year 1876.

Receiver General's Account Current, Treasury Department, for year ending 31st December, 1875.

Statement of Public Debt of the Colony, on 31st December, 1875.

Assets and Liabilities of the Colony, on the 31st December, 1875.

Financial Secretary's Consolidated statement of expenditure for each particular service, for the year ending 31st December, 1875.

Detailed Statement of Salaries of outport Stipendiary Magistrates, Clerks of the Peace, Constables and Gaolers, for the year 1876.

Financial Secretary's detailed Statement of expenditure for various services, for the year ending 31st December, 1875.

Consolidated Account Current of Receipts and Payments, (Customs') for the year ending, 31st December, 1875.

Return of Ships built in the Colony for the year 1875.

Return of quantity of Fish and Oil exported to the United States of America, in the years 1874 and 1875.

(For which see Appendix.)

Ordered—That the said documents do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS, by command of His Excellency the Governor, presented to the House the following documents :

Board of Works accounts of expenditure for services under their control, for year ended 31st Dec., 1875.

Report of the Physicians of the Hospital, for 1875.

Report of the Superintendent of the Poor Asylum, for 1875.

Report of the Physician of the Lunatic Asylum, for 1875.

Report of Inspector of Lighthouses and Public Buildings, for 1875.

Report of Inspector Kavanagh, on Reads, St. John's East, in 1875.

Report of Inspector Brian, on Roads, St. John's West, in 1875.

(For which see Appendix.)

Ordered—That the said documents do lie upon the table.

The hon. RECEIVER GENERAL gave notice that, on Tuesday next, he will move the House into Committee of the whole on Ways and Means.

Mr. DEARIN gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of the inhabitants of Belle Isle, respecting the repairing of the public wharf in that settlement.

Also, that, on to-morrow, he will move for the appointment of a Select Committee on the feasibility of the construction of a Railway from the Capital to Harbor Grace, Conception Bay.

Also, to ask the hon. the Premier if it is the intention of the Government to express the opinion of the Legislature upon the all important question of the French Fishery privileges in this Island, and if the Government will reconfirm the resolutions of 1874.

Also to ask the Chairman of the Board of Works for a detailed Statement of the amount expended upon the Bauleen and Indian Meal Roads, in 1874 and 1875.

Also for the detailed expenditure of \$1200, being the amount of the special vote for the District of St. John's East in 1875.

Also for a detailed Statement of the expenditure on the Launchway at Pouch Cove for 1874 and 1875.

Mr. SCOTT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House the Vouchers for the expenditure of \$4,436.45, under the head of Coastal Steam Wharves, 1874.

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. Solicitor General and Receiver General whether the District of Brigus and Port-de-Grave is now under the operation of the Act commonly known as the Permissive Bill, and if not, why not? And if the late License Law is now administered there, how, and why it is so?

Also, that he will, on to-morrow, ask what compensation Mr. W. T. Salter received for his services in the cause of Agriculture in 1874, and in what account the expenses attending his tour appears.

Mr. COLLINS gave notice that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House, a detailed statement of the expenditure of the Road grant from Placentia to Distress, and from Distress to Branch ; also, returns of the main line grant for Placentia West ; and for returns of the special grant for the District 1875.

Mr. KENT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House, copies of all tenders received and contracts made for road work in St. John's East, during 1874 and 1875 ; as well of those tenders rejected as of those accepted, with copies of all advertisements calling for such tenders, and the names and dates of papers in which the same were inserted ; and also, copy of Minute of proceedings of the Board of Works on each day when such tenders, or any of them, were under consideration.

Also, that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House a Statement shewing the total amount Revenue of the Colony for each of the past fifteen years, (that is from 1861 to 1875, both inclusive,) specifying in detail under the usual heads, the sources from which such Revenue was derived in each year, and the amount received in each year from each source, and showing the increase or decrease in each source, in each successive year. Also a statement shewing the total annual expenditure of the Colony for each of the said years, specifying in detail the gross amount expended in each year, under each usual head of expenditure, the increase or decrease in each successive year, and whether at the end of each year the balance of income and expenditure was in favor of or against the Colony. Also, shewing in each year the amount expended under head of "Legislative Contingencies," distinguishing those of the hon. Legislative Council from those of the hon. House of Assembly ; also showing the total value of Imports and Exports of this Colony, in each of the said years ; and also shewing what is the average annual cost of collecting the Revenue of this Colony.

Then the House adjourned till to-morrow, at half past three of the clock.

WEDNESDAY, 8th MARCH, 1876.

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

By the SURVEYOR GENERAL, from Rev. Wm. Kirby and others, of King's Cove and Cannon Hall ; Wm. Brown and others, of Cannale ; Wm. Estelle and others, of Bonavista ; Samuel Coffin and others, of Tickle Cove ; Wm. Tilly and others, of Indian Arm ; and from John Shepherd and others, of Barrow Harbor.

By the hon. RECEIVER GENERAL, from Archelaus Halfyard and others, of Ochre Pit Cove, and from Henry Evans and others, of Western Bay.

By Mr. COLLINS, from John J. St. John and others, of Colinet Island and Admiral's Beach, Patrick Power and others, of North East Arm, Great Placentia, and from Stephen Feagan and others, of Riverhead, St. Mary's.

By Mr. KENT, from Charles Pippy and others, of Cripple Cove, Cape St. Francis.

By Mr. CONROY, from James Beavis and others, of Clam Cove ; and from the Rev. Thomas Henneberry and others, of Trepassey and Chance Cove.

By Mr. RORKE, from George Gordon and others, of Mosquito.

By Mr. DEARIN, from Thomas Cole and others, of Torbay.

By the CHAIRMAN OF THE BOARD OF WORKS, from J. B. Wheeler and others, of Musgrave Harbor and Doting Cove.

Ordered—That the said several petitions do lie upon the table.

Mr. RAFTUS presented a petition from William Norris, of Witless Bay, which was received and read, praying for an allowance from the poor funds, owing to heavy family affliction.

He also presented a petition from Peter Payne, of Aquaforte, which was received and read, praying for employment on road work.

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

Mr. CONROY presented a petition from D. W. O'Mara and others, of Ferryland District, which was received and read, praying that assistance may be given to Thomas Ryan, of Cape Broyle, to establish a House of Refuge on the Barrens.

Ordered,—That the said petition do lie upon the table.

Mr. RORKE presented a petition from John Kennedy, of Carbonear, which was received and read, praying for compensation for rescuing the shipwrecked crew of a schooner, on her voyage to Labrador in June, 1875.

Ordered,—That the said petition do lie upon the table.

The hon. ATTORNEY GENERAL presented the following petition, which was received and read, setting forth :

*To the Honorable the House of Assembly of Newfoundland,
in Legislative Session convened.*

The petition of the undersigned Francis Ellerhausen, Charles Fox Bennett, Philip Cleary, Smith McKay, Stephen Rendell, and others :

HUMBLY SHEWETH,

That it is the desire of your petitioners, in association with other persons, to establish a Company, to be called the *Cape St. John Telegraph Company*.

The object of the said Company will be to establish a Main Line of Electric Telegraphic Communication between the Conn River Station of the Anglo-American (late New York, Newfoundland, and London) Telegraph Company, and Cape St. John, by way of Hall's Bay, for the purpose of affording to those who are so largely engaged in the Northern and Labrador Trade and Fisheries, and in Mining operations, a more ready and prompt means to communication to and from the Capital, Harbor Grace, and the whole Southern coast, where the Telegraph is now established, and thence with other countries.

The Mining operations of Newfoundland form a highly important and rapidly increasing element in the staple industries of this country ; and already there are two very large enterprises successfully established at Tilt Cove and Bett's Cove, in a region which offers a wide and promising field for similar speculations ; and such enterprises will be much aided and encouraged by the establishment of Telegraphic communication.

The number of inhabitants settled at the localities above named, in connection with Mining industries, is about fifteen hundred ; besides which there are considerable business relations between those places and the rest of the District in which they are situated, as well as with other parts of the Island.

That said Mining enterprises indirectly contribute largely to the Revenues of the Colony.

That the intended line of Electric Telegraph will be of great importance, as establishing the long desired communication, particularly in relation to the Fisheries, between the Capital and Conception Bay and the coast of Labrador and the North of the Island.

That the projected line of Telegraph will be capable of extension and connection with Branch lines, if it should be at any time desired so to use it; but petitioners have to represent that, in their humble judgment, the establishment of the line now proposed should not be made in any way dependent upon, nor should its construction be delayed, in view of any more extensive plans of communication, as it will in no way interfere with other projects, whenever it may be desirable to enter upon them; and the more especially do they submit this, when it is considered that all the aid that the intended Company expects from the Government and Legislature is the granting of a charter of incorporation, and a guarantee of five hundred pounds sterling per annum of interest upon the shares to be taken in the Company, so as to give them a public and marketable value.

That Petitioners have already secured the consent of the Anglo-American Telegraph Company to the establishment of this line, without a previous year's notice to them.

Petitioners, therefore, pray that your honorable House will take the premises into favorable consideration, and grant to the projected Company a liberal and effective charter.

And as in duty bound, &c., &c.

Francis Ellenhausen,
In his absence, by his Attorney,
B. J. Pinsent,
C. F. Bennet,
Philip Cleary,
Smith McKay,
S. Rendell,
J. Goodfellow,
G. Browning,
Jno. J. Adam,
James C. Rogerson,

P. pro. Edwin Duder,
Geo. J. Carter,
A. F. Goodridge,
James S. Pitts,
W. B. Grieve,
Theodore Clift,
James R. Knight,
J. Outerbridge,
Henry J. Stabb,
P. Hutchins,
T. R. Smith.

Ordered,—That the said petition do lie upon the table.

The hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will move for the appointment of a Select Committee on the foregoing petition.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House, copy of the directions of the Government under which certain sums have been dropped from the credit balances, as stated at the end of the Financial Secretary's Consolidated Statement of expenditure for the year ended 31st Dec., 1875, and why said sums have been so dropped from the credit balances.

Also, that, on to-morrow, he will move that it be

Resolved,—That a synopsis or condensed report of the Debates of this House be published in the St. John's *Advertiser* newspaper. That the Committee on Printing and Reporting be instructed to at once make arrangements for such publication, and that it be referred to the Committee on Contingencies, to make such provision as to them shall seem reasonable to remunerate the Proprietor of said newspaper for making and publishing such synopsis or condensed report.

Mr. SCOTT gave notice, that, on to-morrow, he will ask the Surveyor General to lay on the table of the House a detailed statement of the expenditure of the sum of \$559.10 charged as disbursement account of C. H. McLeod, on Timber Land Survey account, 1875.

Mr. CONROY gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of the petition of the Rev. A. Waghorne and others for a house of refuge for travellers between Cape Broyle and Caplin Bay.

Also, on the petition of the Rev. T. Heneberry and others on the road from Broad Cove to Chance Cove.

Also, on the petition of Terrence Morrissey, of Bay Bulls, Schoolmaster.

Mr. RAFTUS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of Wm. Norris, of Witless Bay.

Mr. FENELON gave notice that, on to-morrow, he will ask the hon. the Premier to lay on the table of the House a copy of the Minute of Council by which an addition was made to the salaries of the Governor and Judges of the Supreme Court, and back pay given in 1874; if any correspondence has taken place between the Imperial Government and the Government of this Colony relative to this subject; and if such has taken place, to lay a copy thereof on the table of this House.

Mr. CONROY gave notice that, on to-morrow, he will move an address to his Excellency the Governor on the subject of the petition of James O'Neil.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House a detailed statement of the expenditure of the sum of \$29,821 under the head of coastal steam, 1875.

Also, that he will ask the Chairman of the Board of Works to lay on the table of House copies of tenders and contracts entered into for Road work in the District of St. John's West, 1874 and 1875.

Also, that he will ask the hon. Receiver General to lay on the table of the House a detailed statement of the expenditure of \$329.78, Halifax hotel bill for railway staff.

Also, detailed statement of expenditure of \$454.64 on account of expenses of staff to Halifax.

Also that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House a detailed statement of the expenditure on account of Labrador Mail Steam service for the year 1875.

Ordered,—That the following address be presented to His Excellency the Governor:

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Arthur Jackman and others, of Belle Isle, upon the subject of repairs and extension of the public wharf at Belle Isle, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
8th March, 1876.

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

On motion of Mr. DEARIN, seconded by Mr. FENELON,

Resolved,—That a Select Committee be appointed to inquire into the feasibility of constructing a Railway between St. John's and Harbor Grace.

Ordered,—That Mr. Dearin, Mr. Fenelon, the Surveyor General, Mr. Winter and Mr. Steer do form the Committee.

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

Statement of expenditure on account of the Railway Survey, for 1875.

Statement of expenditure on account of the Survey of Timber Lands, for 1875.

Consolidated Statement of expenditure for relief of the Poor, for the year 1875.

Expenditure on account of Shipwrecked Crews, for the year 1875.

Report from Salmon Wardens, for the year 1875.

Statement of the Commercial Bank, for 1875.

Statement of the Cashier of the Newfoundland Savings' Bank, for 1875.

Report of the Harbor Grace Grammar School, for the year 1875.

Report of Directors of the Notre Dame Mining Company, for 1875.

Report of Directors of St. John's Floating Dry Dock Company, for 1875.

Report of Harbor Grace Water Company, for 1875.

Report of Boot and Shoe Manufacturing Company, for 1875.

Report of Newfoundland Screw Tug Company, for 1875.

Report of Capt. Erskine, of H. M. S. *Eclipse*, on protection of Fisheries on the coast of Newfoundland and Labrador, for 1875.

Report of the officer protecting the Fisheries at Cape John in 1875.

Summary of Newfoundland Railway Survey, for 1875, by Alexander Murray, Esq.

Preliminary report of Mr. McLeod on Survey of Timber Lands, in 1875.

Report of Mr. McLeod on blocking and surveying of Timber Lands on the Humber and Gander rivers.

Despatches from the Right Hon. the Secretary of State, as follows :

- Leaving certain Acts to their operation.
- Announcing ratification of the Postal Treaty at Berne.
- Enclosing copy of Merchants' Shipping Act.
- Extending to Dutch Vessels the advantages of the Merchants' Shipping Act, 1862.
- Respecting the Blue Book.
- Respecting correct computed area of the Colonies.
- Respecting Quarantine Regulations.
- In reference to Act for granting certificates to Masters and Mates.
- Correspondence respecting Foreign Enlistment Act.

(For which see Appendix.)

Ordered—That the said documents do lie upon the table.

Then the House adjourned till to-morrow, at half past three of the clock.

THURSDAY, 9th MARCH, 1876.

Mr. WINTER, from the Select Committee on Reporting and Printing, presented the Report, which he handed in at the Clerk's table, where it was read, as follows :

The Select Committee on Reporting and Printing beg leave to report that they have resolved upon the following arrangement for the present Session :

That the printing of the Journals of the Assembly be done by the proprietor of the Newfoundland *Express*.

That the printing of Bills and Miscellaneous Papers be done by the proprietor of the *North Star*.

That the Debates of the Assembly be published in the *Public Ledger* newspaper, to be issued tri-weekly, or more frequently, if necessary, in order to prevent the publication from getting behind.

That the Debates be copied into the *Harbor Grace Standard*.

That Mr. Barron be employed to assist the Reporters, by furnishing required particulars with regard to petitions presented, notices of motion given, and copies of all Resolutions, Addresses, Correspondence, and other Documents required to be published in full.

All of which is respectfully submitted.

J. S. WINTER,
J. H. WATSON,
CHAS. BOWRING

Committee Room,
House of Assembly, }
16th February, 1876. }

Ordered,—That the said Report do lie upon the table.

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

By Mr. GODDEN, from Alexander Parsons and others, of South Side, Harbor Grace; John Noel and others, of Upper Island Cove; Stephen Smalcomb and others, of Country Path, Harbor Grace; William Dunn and others, of South Side, Harbor Grace.

By Mr. COLLINS, from Thomas Stamp and others, of Peter's River, St. Mary's Bay; and from William Phoran and others, of Fox Harbor and Sound Harbor, Placentia Bay, and from Rev. Thos. Heneberry and others, of Trepassey.

By Mr. WATSON, from Joseph Hopkins and others, of Heart's Content.

By Mr. STEER, from James Frost and others, of Western Bight; Robert Burnfit and others, of Lady Pond, Random Sound; Solomon Crew and others, of Muddy Brook; Richard Cole and others, of Bird Island Cove; Ebenezer Hobbs and others, of Russell's Cove; Levi Williams and others, of Heart's Content; Thomas Donovan and others, of Sunday Cove and Bird Island Cove; Thomas Couls and others, of North Side, Bird Island Cove; Thomas Benson and others, of Grate's Cove; Charles Trush and others, of Bird Island Cove; George Baker and others, of Bird Island Cove; William Cavana and others, of Old Perlican, and from Richard Penny and others, of Heart's Content.

By the hon. RECEIVER GENERAL, from John Johnson, of Northern Bay.

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

On motion of the hon. SOLICITOR GENERAL, seconded by Mr. GODDEN,

Resolved,—That a Select Committee be appointed to take into consideration the petition of Francis Ellerhausen and others, praying for the grant of a charter to the petitioners constituting a Company under the title of the "Cape St. John's Telegraph Company."

Ordered,—That the hon. Attorney General, the hon. Solicitor General, Mr. Godden, Mr. Raftus and Mr. Nowlan do form the Committee.

Ordered,—That the following Message be sent to the Legislative Council.

Mr. President,

The House of Assembly having appointed a Committee of five members to take into consideration the petition of Francis Ellerhausen and others, praying for the grant of a charter to the petitioners constituting a Company under the title of the "Cape St. John Telegraph Company," respectfully request that the Legislative Council will be pleased to appoint a Committee of their Body to co-operate with the Committee of this House on the above subject.

PRESCOTT EMERSON,
Speaker.

House of Assembly,
9th March, 1876.

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

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 James O'Neil, of Fermeuse, upon the subject of a retiring allowance, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
9th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Terence Morrissy, of Bay Bulls, upon the subject of a gratuity, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 9th, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 William Norris, of Witless Bay, upon the subject of relief for four deaf and dumb children, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
9th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Rev. Arthur Waghorne, of Ferryland, upon the subject of a house of refuge for that district, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
9th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Rev. T. Heneberry, of Trepassey, upon the subject of Roads, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 9th, 1876.

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. Executive Council.

Then the House adjourned till to-morrow at half past three of the clock.

• FRIDAY, 10th MARCH, 1876.

Mr. RORKE gave notice that, on to-morrow, he will move for the appointment of a Select Committee on the subject of the preservation of bait.

Also, that on Monday next, he will ask the hon. the Premier if it be the intention of the Government to erect, at Carbonear, a building suitable as an hospital for the reception of persons laboring under contagious diseases, and if so, when such building will be erected.

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from David Waterman, of Pismire Brook, Hare Bay, which was received and read, praying for an allowance as Ferryman there.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY presented a petition from Nathaniel Mills and others, of

the Goolds, which was received and read, praying for employment on public works.

Ordered,—That the said petition do lie upon the table.

Mr. COLLINS presented a petition from Peter Nash and others, of Branch, which was received and read, praying for the construction of a Breakwater there.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY presented a petition from Matthew Melvin and others, of LaManche, which was received and read, praying that a ferry may be established there.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER gave notice that, on Monday next, he will move that the present Assistant Messenger of the House be appointed Messenger, and that an Assistant Messenger be appointed to fill the office so made vacant.

Mr. CONROY presented a petition from Michael Jackman and others, of Reneuse, which was received and read, praying for a grant to deepen the Gut there.

Ordered,—That the said petition do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Joseph Brenton and others, of Gander Bay, which was received and read, praying for an alteration in the size of the mesh of the Salmon Net.

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 the hon. RECEIVER GENERAL, from Michael Hanley and others, of Lower Island Cove, Richard Crummey, of Western Bay, Levi Carnel and others, of Ochre Pit, Wm. Davis, of Wattle Hill, Joseph Joyce and others, of Freshwater, John Sparks and others, of Lower Island Cove, George Evaly and others, of Flat Rock, Edward Walsh, of Western Bay, George Sparks and others, of Lower Island Cove, and from Archibald Butt and others, of Western Bay.

By the hon. SOLICITOR GENERAL from James Devon and others, of

Hodges Cove, Wm. Blundell and others, of St. Jones, Samuel Atkinson and others, of Queen's Cove, and from Job Pilly, of Robinson's Bight.

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

The hon. SOLICITOR GENERAL presented a petition from Samuel Humphries, of Heart's Delight, which was received and read, praying for a grant to make a Cemetery there.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from Henry Benning and others, of Lamaline, which was received and read, praying that a Lock-up or Prison, may be established there.

Ordered—That the said petition do lie upon the table.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. LITTLE to take the Message to the Legislative Council, requesting the Council to appoint a Committee to act in conjunction with the Committee of the Assembly appointed to inquire into the petition of Francis Ellerhausen and others, praying for the grant of a Charter to the St. John's Telegraph Company.

(A Message from the Legislative Council.)

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

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly that they have passed a Bill to amend "An Act passed in the 38th year of the reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Legislative Council Chamber,
March 9th, 1876.

The Bill sent down from the Legislative Council, entitled "An Act to amend an Act passed in the 38th year of Her present Majesty, entitled, 'An Act respecting Certificates to Masters and Mates,'" was read a first time.

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

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. Receiver General for a detailed account of expenditure under head of Geological Survey, particularly the items of \$280.50 and \$1,228.89, in page 10 of Financial Secretary's Accounts, and why the grant for that service has been exceeded.

Also, whether it has been with the sanction of the Government that blank forms of clearance are supplied to parties in Renewals, to be filled up by their Clerk.

Also for a detailed Statement of Expenditure on account of the Agricultural Society, St. John's.

Also, why the expenditure for table money for Harbor Grace Circuit, in 1874, as per Journal of 1875, is nearly double previous year's expenditure, and why there does not appear to be any charge for the autumn term of the Northern Circuit, in the Circuit Court accounts of 1874, as given in Journal of 1875.

Also, whether the sum of \$990 paid to *S.S. Cabot* as per account laid on the table of the House this Session, was paid on November 3, 1875, or whether it had been paid at a previous date, and in either case what is the date of the Warrant, in whose favor was it drawn, who received the money from the Treasury, and when was it received.

Also, why the expenditure under the head of Labrador Court Act exceeded the sum voted, by \$1,457.

Also, why the Liverpool Steam Subsidy exceeded the vote by \$3,360.

Also, why the Bonavista Wharf has not been built, although the money has been asked for its construction.

Also, why the subsidy for Conception Bay Steam exceeded by \$865.15 the amount voted for last year's service.

Also, why \$523.55 was expended on the Consolidated Laws.

Also, for a detailed account of \$1,302.13 said to be Contingent expenses of the Board of Works.

Mr. COLLINS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of Peter Nash and others, of Branch, on the subject of a Breakwater there.

Mr. BENNETT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of the Rev. Thos. Heneberry and others, of Trepassey, on the subject of Wells.

The CHAIRMAN OF THE BOARD OF WORKS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of the Inhabitants of Gander Bay, on the subject of the Salmon Fishery.

Mr. CONROY gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of Nathaniel Mills and others, for employment on the Gould's Road.

Mr. WINTER gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of Henry Benning and others, of Lamaline, on the subject of the erection of a Lock-up.

Then the House adjourned till Monday next, at half past three of the clock.

MONDAY, 13th MARCH, 1876.

Ordered,—That the Order of the Day for the second reading of the Bill respecting Foreign Life and Marine Insurance Companies carrying on business in this Island, be withdrawn.

Mr. CONROY, pursuant to notice, and on leave granted, presented a Bill to amend the License Act, 1875, which was read a first time.

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

On motion of Mr. WINTER, seconded by the hon. SOLICITOR GENERAL,

Resolved,—That George Carrington be appointed Messenger of this House.

Mr. WINTER moved moved, seconded by Mr. FENELON,

That Stephen French be appointed Assistant Messenger of this House.

Whereupon Mr. BOWRING moved, in amendment, seconded by Mr. DEARIN,

That Andrew Walsh be appointed Assistant Messenger of this House.

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

For the Amendment--7.

The Surveyor General,
Mr. Bowring,
" Watson,
" Bennett,
" Parsons,
" Dearin,
" Collins.

Against the Amendment.--18.

Hon. Attorney General,
" Solicitor General,
" Receiver General,
Chairman, Board of Works,
Mr. Rorke,
" Winter,
" Steer,
" McNeily,
" Ayre,
" Kelligrew,
" Little,
" Tessier,
" Fenelon,
" Kent,
" Scott,
" Nowlan,
" Conroy,
" Raftus.

So it passed in the negative.

And the question on the original motion being then put, the House again divided, when it passed in the affirmative, on a similar division as the foregoing, and

Ordered—That Stephen French be appointed Assistant Messenger of this House.

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

Resolved,—That a Select Committee be appointed on the subject of the preservation of bait.

Ordered,—That Mr. Rorke, Mr. Little, Mr. Tessier, Mr. Rabbits, hon. Receiver General, Mr. Bowring, and Mr. Collins, do form the Committee.

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

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Peter Nash and others, of Branch, upon the subject of a Breakwater, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 13th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Rev. T. Heneberry and others, of Trepassey, upon the subject of Wells, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 13th, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 inhabitants of Gander Bay, upon the subject of the Salmon Fishery, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 13th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Nathaniel Mills and others, of the Goulds, upon the subject of employment on the Roads, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
13th March, 1876.

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

MAY IT PLASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the accompanying petition of Henry Benning and others, of Lamaline, upon the subject of a Lock-up, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 13th, 1876.

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. Executive Council.

Mr. CONROY presented a petition from James Walsb and others, of Shoal Bay, which was received and read, praying for a grant to complete the road to that settlement.

Also, from Patrick Crane, of Brigus South, which was received and read, praying for encouragement to enable him to maintain a House of Refuge between Witless Bay and Ferryland.

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 introduce a Bill for the encouragement of the Bank Fishery.

Mr. FENELON gave notice that, on to-morrow, he will move an address to his Excellency the Governor, requesting his Excellency to lay on the table of the House a copy of the Minute of Council by which an addition was made to the salaries of the Governor and Judges, and back pay given, in 1874, if any correspondence has taken place between His Excellency and the Imperial Government relative to this subject, and if such has taken place, requesting his Excellency will direct that a copy thereof be placed on the table of the House.

Mr. LITTLE gave notice that, on Thursday next, he will move this House into Committee of the Whole on certain Resolutions on the state of the Colony.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. the Premier, in whose custody or possession are the Astronomical instruments purchased from Cogswell for Railroad survey.

Mr. CONROY gave notice that, on to-morrow, he will move an address to his Excellency the Governor on the subject of the petition of Patrick Crane, of LaManche, Ferryland District.

Mr. McNEILY gave notice that, on to-morrow, he will ask the Chairman of the Board of Works for a detailed statement of expenditure under the vote for cleansing St. John's Streets.

Mr. CONROY gave notice that, on to-morrow he will move an Address to His Excellency the Governor, on the subject of the petition of James Walsh and others, inhabitants of the Goulds, for the Shoal Bay road.

Mr. CONROY gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of the petition of Andrew Shallow and others, inhabitants of Renew's, for deepening a water course to their fish curing premises.

Mr. CONROY gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, for a copy of the Minutes of the proceedings of that Board, in reference to certain alleged irregularities on the part of the Lighthouse keeper and his late Assistant, at Ferryland.

Also, to ask what offences against the regulations of that Board the Ferryland Lighthouse Keeper or his Assistant were respectively declared by the Board to be guilty of, what punishment was decided upon in their cases respectively; and was the punishment actually inflicted in both cases?

Also to lay on the table of the House a copy of the report submit-

ted by the Surveyor of Lighthouses, respecting an alleged neglect on the part of the Assistant Lighthouse Keeper at Ferryland, last March.

Also, for a detailed return of expenditure of \$639.44 for Bay Roberts Public wharf, and for \$400 for Public wharf at Bay-de-Verds.

Mr. SCOTT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House a detailed Statement of the expenditure of \$45.80 charged in the Public Works account, St. John's West, for Broad Cove roads ; also, to inform this House, on whose authority such expenditure was made and charged in such account.

Also, that, on to-morrow, he will ask the hon. the Premier, whether the amount set forth in the Financial Statement, as expended on account of the Railway survey, comprises the total amount for which the Colony is liable for that service.

Mr. Scott gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the house the following statements :

Detailed Statement of the expenditure of \$126.08, charged as paid to the hon. W. V. Whiteway for three Crown prosecutions.

Also, for return of expenditure under addresses of House of Assembly, for 1875.

Also, to ask what remuneration was given to J. O. Fraser, for services in connection with the Railway survey.

Also, for a statement showing the value and quantity of leather imported into this Colony in 1875, with the amount of duty collected thereon.

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. Receiver General, in whose name was the Warrant drawn for the salary for each quarter, of the Assistant Light House Keeper of Ferryland, and who actually received the money.

Also, that he would ask the hon. Receiver General for a detailed account of expenditure for Crown Prosecutions, for the past year.

Mr. TESSIER gave notice that, on to-morrow, he will ask the hon. Receiver General on what date in 1875 he received the payment of Duties called short in Duties on Rum.

Also, if said Duties should have been paid in cash at date of impor-

tation, if he has collected interest from June 19 and July 8, 1874, to date of payment.

Then the House adjourned till to-morrow, at half past three of the clock.

TUESDAY, 14th MARCH, 1876.

On motion of the hon. RECEIVER GENERAL, seconded by the hon. ATTORNEY GENERAL,

Resolved,—That the House do now resolve itself into Committee of the whole on Ways and Means.

And the House resolved itself into Committee of the whole accordingly.

The SPEAKER left the Chair.

Mr. KELLIGREW 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 Monday next.

(A Message from the Legislative Council.)

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

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly, in reply to their Message of the 9th instant, that they have appointed the Honbles. Messrs. Tessier, Clift, Thorburn, Kent, and Donnelly, a Select Com-

mittee, to meet the Select Committee of the House of Assembly in the Committee Room of the Council, on Wednesday, the 22nd March, inst., at noon, upon the subject of a Charter to the Cape St. John Telegraph Company.

EDWARD MORRIS,
President.

Legislative Council Chamber,
March 14th, 1876.

And then the messenger withdrew.

Ordered,—That the said message do lie upon the table.

Pursuant to Order of the Day, the Bill for granting certificates to Masters and Mates, was read a second time.

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

Ordered,—That the Order of the Day for the second reading of the Bill to amend the License Act be postponed till to-morrow.

The hon. RECEIVER GENERAL pursuant to notice, and on leave granted, presented a Bill for the Encouragement of the Bank Fishery, which was read a first time.

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

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

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Andrew Shallow and others, of Renew's, upon the subject of deepening a water course there, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,

14th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 James Walsh and others, of the Goulds, upon the subject of the Shoal Bay Road, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 14th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Patrick Crane and others, of LaManche, District of Ferryland, upon the subject of a half-way house there, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
14th March, 1876.

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. Executive Council.

The hon. ATTORNEY GENERAL gave notice that, on Thursday next, he will ask leave to introduce a Bill with reference to Debtors confined under Civil process.

Also, a Bill to give increased protection to Married women.

Also, for a Bill in amendment of the Criminal Law.

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

Receiver General for an explanation of the fact, that from the year 1865 to the year 1872, a sum of \$416 was voted as an annual salary to a Police Sergeant at Harbor Grace, whilst a sum of \$376 only was paid to the incumbent of that office, and what appropriation was made as to the balance of that sum voted and undistributed.

Mr. TESSIER gave notice that, on to-morrow, he will ask the hon. Receiver General to furnish the latest information he can give as to the sum due from the Cape Race Light-house and Whistle, which was in 1873, \$7,149.38, in 1874, \$17,490.52, and now, in 1875, increased to the large debt of \$24,543.09, and when he expects it as a cash asset.

Mr. KENT presented a petition from William Bolan and others, of Rocky Hill Road, which was received and read, praying for a grant to repair that road.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY presented a petition from J. & G. Lash and James McKay, of St. John's, which was received and read, praying for an Amendment of the License Act, so far as relates to Billiard rooms.

Ordered,—That the said petition do lie upon the table.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. and learned Premier to lay on the table of the House a return of the names of all persons appointed to offices under the Government, whether temporary or permanent, since the 30th January, 1874, stating date of appointment, salary and character of office in each case, and whether such office was a newly created one or not.

Also, for a similar return of appointments made by the Board of Works for the same period.

Mr. LITTLE gave notice that, on to-morrow, he will ask the hon. the Premier to place on the table of the House a Despatch from the Government of this Colony to the Imperial Government, and correspondence thereon in 1873, on the subject of alleged French Treaty Rights on the coasts of this Island.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House a detailed Statement of the Interest Account of the Colony with the Union Bank, for 1875.

Also, to inform the House whether any of the Debentures for the several loans of last year, and if any, how many, and what amount

were taken up by the Savings' Bank and the amount of premium (if any) paid thereon.

Then the House adjourned till to-morrow, at half past three of the clock.

WEDNESDAY, 15th MARCH, 1876.

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

By the hon. RECEIVER GENERAL, from William Tobin and others, of Northern Bay; Rev. George Chamberlayn and others, of Bay de Verds; Rev. George Chamberlayn and others, of Canal, Bay de Verds District; and from Charles Blundon and others, of same settlement.

By the SURVEYOR GENERAL, from Rev. Wm. Kirby and others, of Goose Bay, and from Rev. John Goodacre Cragg and others, of Greenspond.

By the hon. SOLICITOR GENERAL, from Wm. Squires and others, of Zebedee's Cove, Trinity Bay.

By Mr. WINTER, from Thomas Reeves and others, of St. Lawrence and Lawn.

By Mr. RABBITS, from George Butler and others, of Port-de-Grave.

By Mr. STEER, from Samuel Benson and others, of Northern Bight, South West Arm of Random.

By Mr. PARSONS, from David Dunphy and others, of Torbay.

By Mr. DEARIN, from Pearce Dunphy and others, and William Goss and others, of Torbay.

By Mr. WATSON, from John Brooking and others, of Bissoon Cove.

Ordered—That the said several petitions do lie upon the table.

Mr. RABBITS presented a petition from William Bartlett and others,

of Bareneed, which was received and read, praying for a grant to open a road through John Bucham's land to the main road.

He also presented a petition from William Green, late Teacher of the Commercial School of Brigus, which was received and read, praying for compensation for loss of office.

Ordered—That the said several petitions do lie upon the table.

Mr. GODDEN presented the following petitions, which were severally received and read :

From John Munn and others, of Harbor Grace, praying that additional lamps may be provided for the streets of Harbor Grace.

From Josiah Goss and others, of Spaniard's Bay, Bishop's Cove and Upper Island Cove, praying for the appointment of an education board.

From Joseph Stapleton, of River Head, Harbor Grace, praying for an alteration in the road in the neighbourhood of his dwelling house.

From Mary Granville, of Harbor Grace, praying for compensation for allowing her land to be used as a public thoroughfare to the Cemetery there.

From John Godden and others, of Bryant's Cove, praying for a grant to build a Breakwater there.

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

Mr. STEER presented a petition from John Sanford and others, of Grates Cove, which was received and read, praying for a grant to build a hauling place for their boats.

Ordered,—That the said petition do lie upon the table.

The SURVEYOR GENERAL presented a petition from Thomas Fish Parker, late Schoolmaster at Cape Freels, which was received and read, praying for a pension in consideration of his long services.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY presented a petition from Catherine Grant, of Bay Bulls Road, which was received and read, praying for compensation for entertaining travellers.

Ordered,—That the said petition do lie upon the table.

The hon. RECEIVER GENERAL presented a petition from Charles Blundon and others, of Bay-de-Verds, which was received and read, praying for a grant to provide a well for the public there.

Also, from Samuel Carnell and others, of Ochre Pit Cove, praying that the use of Bultows may be discontinued in the fishery.

Ordered,—That the said petitions do lie upon the table.

Mr. WATSON presented a petition from Ezra Weedon and others, of Heart's Content, which was received and read, praying for a grant to erect guide posts on the barrens between Carbonear and Heart's Content.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from Richard Brace, late Gaoler of St. John's, which was received and read, praying for compensation for being dismissed from office.

Ordered,—That the said petition do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Robert Wallon, senr. and others, of Ragged Harbor, which was received and read, praying for an increase to the salary of the Ferryman there.

Ordered,—That the said petition do lie upon the table.

Mr. COLLINS presented a petition from the Revd. C. Irvine and others, of Placentia, which was received and read, praying for a supply of water to that settlement.

Ordered,—That the said petition do lie upon the table.

The hon. ATTORNEY GENERAL presented the following petitions which were severally received and read.

From the Rev. John Goodison and others, of Bonavista, praying that compensation may be made to Denis Walsh, for entertaining travellers on the main road between Bonavista and Catalina.

From John William Payne, of Fogo, praying to be appointed Pilot for that port.

From Edmund Evans and others, of Exploits Burnt Island, for the erection of a drawbridge across the Narrows.

From Richard Philpot and others, of Herring Neck, for the construction of a channel through the neck of land between Pike's and Goldshin's Arm.

From William Hodder and others, of Farmer's Arm, for a grant to open a channel to their fishing stages.

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

Mr. COLLINS presented a petition from the Rev. C. Irvine and others, of Placentia, which was received and read, praying for the erection of a House of Refuge between the head of South East Arm and the Mountain, on the Placentia road.

Ordered,—That the said petition do lie upon the table.

The SURVEYOR GENERAL gave notice that, on to-morrow, he will move an address to his Excellency the Governor on the petition from the Greenspond Board of Education, in favor of Thomas Fish Parker.

Mr. TESSIER gave notice that, on to-morrow, he will ask the hon. Receiver General for a statement of the Revenue collected at Labrador, 1875, and from whom received.

Also, expenses of collecting same, and to whom said expenses were paid.

Mr. CONROY gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of the petition of Catherine Grant, of Bay Bulls Big Pond.

Mr. GODDEN gave notice that, on to-morrow, he will move for the appointment of a Select Committee to enquire into and report upon the claim of Luke Fallon, of Harbor Grace, Police Sergeant.

Mr. WINTER gave notice that, on to-morrow, he will move for the appointment of a Select Committee to inquire into and report upon the petition of Richard Brace.

Mr. GODDEN gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of John Munn and others, of Harbor Grace, praying for an increase of grant to the Harbor Grace Gas Company.

Also, on the petition of Josiah Goss and others, of Spaniard's Bay.

Mr. WATSON gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of Ezra Weedon

and others, on the subject of guide posts on the road between Heart's Content and Carbonear.

Mr. COLLINS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of a House of Refuge between South East Mountain and Great Placentia.

Mr. RABBITS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of William Green, of Brigus, late teacher of the Commercial School of Brigus.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. the Premier if it is the intention of the Government to make any alteration in the present Education Act.

Mr. FENELON gave notice that, on to-morrow, he will ask the hon. Receiver General for copy of the Tenders for the clothing supplied to the Tidewaiters and Boatmen of the St. John's Customs last year. A copy of the minutes of the meeting of the Board at which the tenders were opened, and also, a copy of the contract entered into with the clothiers.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General whether the amount set forth in the Statement of Assets and Liabilities for the year 1875, as cash in the Union Bank, comprises the amount, if any, which may have been to the credit of the Board of Works, for various services on the 31st December, 1875.

Mr. FENELON gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, requesting His Excellency to inform this House if any correspondence between the Imperial authorities and His Excellency, relative to the increase of salaries and back pay given the Governor and Judges of the Supreme Court, in 1874, has taken place requesting that a copy thereof be laid on the table of this House.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. and learned Attorney General to lay on the table of the House a copy of instructions given to Mr. C. H. McLeod, before proceeding on his Survey of Timber Lands, and if any agreement for his services on such survey was entered into with him.

Also, copy of instructions given to Mr. Light, C. E., or any other person connected with the Railway Survey, and of any agreement for service on or about such survey entered into with Mr. Light or such other person.

Then the House adjourned till to-morrow, at half past three of the clock.

THURSDAY, 16th MARCH, 1876.

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

Statement of the Affairs of the General Water Company, for 1875.

Statement of the Affairs of the Union Bank, for the year 1875.

Report of the Surveyor General, for the year 1875.

Return of Free Grants issued by the Surveyor General, for the year 1875.

Return of Grants issued by the Surveyor General, for the year 1875.

Return of Lumbering applications, for 1875.

Surveyor General's Comparative Statement of Grants, Licenses, &c., for 1874 and 1875.

Return of Mineral Grants, for 1875.

Surveyor General's Cash Account, for 1875.

Post-master General's Report, for 1875, with documents, No. 1 to 15.

(For which see Appendix.)

Ordered,—That the said documents do lie upon the table.

Pursuant to order of the day, the Bill for the encouragement of the Bank Fishery was read a second time.

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

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

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 James Fish Parker, of Greenspond, upon the

subject of compensation for loss of office as Teacher, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
16th March, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Catherine Grant and others, of Bay Bulls Big Pond, upon the subject of a half-way house there, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
16th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Josiah Gosse, of Spaniard's Bay, upon the subject of Education, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 16th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 accom-

panying Petition of John Munn and others, of Harbor Grace, upon the subject of increase of grant to the Harbor Grace Gas Company, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
16th March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Ezra Weedon and others, of Heart's Content, upon the subject of Guide Posts on road to Carbonear, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 16th, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Inhabitants of Great Placentia, upon the subject of a House of Refuge, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 16th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 William Green, of Brigus, upon the subject of compensation for loss of office as School Teacher, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 16th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 respectfully request that Your Excellency will be pleased to inform this House if any correspondence has taken place between Your Excellency and the Imperial Authorities, relative to the Increase of Salaries and back pay given in the year 1874, to the Governor and Judges of the Supreme Court, and if such correspondence has taken place, that Your Excellency will be pleased to cause a copy of the same to be placed on the table of this House.

House of Assembly,
16th March, 1876.

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. Executive Council.

On motion of Mr. WINTER, seconded by the SURVEYOR GENERAL,

Resolved,—That a Select Committee be appointed to inquire into the petition of Richard Brace.

Ordered,—That Mr. Winter, the Surveyor General, Mr. Scott, Mr. McNeily and Mr. Kent, do form the Committee.

The hon. RECEIVER GENERAL, by command of his Excellency the Governor, presented to the House the Report of the Auditor of Public Accounts, for the year 1875.

(For which see Appendix.)

Ordered,—That the said document do lie upon the table.

The hon. ATTORNEY GENERAL presented a report from Mr. John Maher, in reference to providing water for Placentia.

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

By Mr. DEARIN, from David Doody and others, of Torbay; Peter Butler, John Quigley, Patrick Larkin, of Torbay; John Wade and others, of Flat Rock; Patrick Thorn and others, of Torbay, and Alfred Goss and others, of the same place.

By Mr. GODDEN, from Richard Goss and others, of Spaniard's Bay.

By Mr. KENT, from Thomas Moulton and others, of Pouch Cove; William Fitzpatrick and others, of Torbay, and from Wm. Codner and others, of Torbay.

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

Mr. COLLINS presented a petition from Rev. R. Brennan and others, of Little Placentia, Fox Harbor, Ram's Island, Long Island, and adjacent settlements, which was received and read, praying for a grant to complete the public landing place at Placentia.

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 half past three of the clock.

MONDAY, 20th MARCH, 1876.

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. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

Mr. 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 hon. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House,

Copy of Reports of Rear-Admiral Fanshaw, in relation to the right of fishing of the French on the French Shore, No. 206, 16th June, 1873, and the following documents on the same subject :

Mr. Hall to Under Secretary of State for the Colonies, 27th June, 1873.

Vice-Admiral Fanshaw to Captain Miller, of 16th June, 1873.

Governor Hill to Lord Kimberley, No 79, 4th Sept., 1873.

Lord Kimberley to Governor Hill, No. 57, 6th Oct., 1873.

Minute of Council on the subject of French aggressions and British rights on the French Shore, in 1873.

(For which see Appendix.)

Ordered,—That the said documents do lie upon the table.

Mr. RABBITS presented a petition from the Rev. J. C. Harvey and others, of Port-de-Grave, which was received and read, praying for a grant to open a road between that settlement and the South side of Bay Roberts.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. Receiver General for an explanation of the Hospital charge made against this Colony on account of seamen of H. M. S. *Swallow*, and for supplying water to ships of war, and why our Government has not obtained from the Imperial Government compensation to recoup said charges.

Also, to ask the hon. Receiver General why the Government has neglected to discharge its statutory duty, in not continuing in force by Proclamation the Permissive Bill in those Districts in which the application of that principle was carried by election, and whether licenses are now issued in those Districts in which the Permissive Bill was put in force; and if not, whether persons have been refused Licenses, and whether persons are fined for selling without License; and if so, upon what authority.

Then the House adjourned till to-morrow, at half past three of the clock.

TUESDAY, 21st MARCH, 1876.

The hon. ATTORNEY GENERAL laid on the table of the House a copy of instructions given to Mr. McLeod, in reference to survey of Timber Lands, in 1875.

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. KELLIGREW took the Chair of the Committee.

And the Committee having sat till 12 o'clock,

WEDNESDAY, 22nd MARCH, 1876.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to certain Resolutions on the matter to them referred, 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 Merchandise, imported into Newfoundland and its Dependencies, as prescribed in an Act of the General Assembly passed in the 37th year of the reign of Her present Majesty entitled “An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandise imported in this Colony and its Dependencies,” and in an Act of the General Assembly, passed in the 35th year of the reign of Her present Majesty, entitled, “An Act to continue and amend an Act passed in the 37th year of the reign of Her present Majesty entitled “An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandise 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 Acts, providing for and connected with the collection of Duties on Goods, Wares, and Merchandise imported and Drawbacks allowed in lieu of Duties, under the same, be re-enacted for one year.

On motion that the Report be adopted, the House divided, when there appeared,

For the Motion--13.

Hon. Solicitor General,
 “ Receiver General,
 The Surveyor General,
 Chairman, Board of Works,
 Mr. Rorke,
 “ Winter,
 “ McNeily,
 “ Steer,
 “ Bowring,
 “ Godden,
 “ Watson,
 “ Rabbits,
 “ Kelligrew.

Against the Motion--10.

Mr. Parsons,
 “ Little,
 “ Fenelon,
 “ Dearin,
 “ Kent,
 “ Nowlan,
 “ Raftus.
 “ Scott,
 “ Collins.
 “ Conroy.

So it passed in the affirmative, and

Ordered,—That the Report be adopted.

The hon. RECEIVER GENERAL, in accordance with the Resolutions reported from the 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 Merchandise, imported into this Colony and its Dependencies, which was read a first time.

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

Mr. RAFTUS gave notice that, on to-morrow, he will ask the hon. the Premier, upon what authority the following gratuities were given in 1875, viz., to Captain Shea, R. A., \$200; Widow of late Dr. Shea, \$180; J. Goodfellow, \$200; J. Fox, \$200, and what services they have severally rendered in the year 1875, for which they have been thus paid.

Mr. FENELON gave notice that, on to-morrow, he will ask the hon. Receiver General for the separate amounts included in Warrant, No. 384, under date, December 31, 1874.

Mr. RAFTUS gave notice that, on to-morrow, he will ask the hon. Receiver General, why are charges made in favor of Chairman of Board of Works in Police accounts.

Mr. WINTER gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Law relating to trespasses upon private property by cattle.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. Receiver General to whom and when the sum of \$280 for Packet Service, Western Bay, was paid, and to lay on the table of the House a copy of the agreement under which the said service was performed, and a detailed statement of the passages made by the said Packet, with the dates of such passages, and the places between which such passages were made; also whether the said service is to be continued during the present year, and when it is to be resumed.

Mr. COLLINS gave notice that, on to-morrow, he will call the attention of the House to the fact that as stated at page 202 of the Journal of this House for 1875, that he presented, on 16th April last, a petition from the hon. A. Shea of St. John's, praying for re-imbusement of certain Moneys, which petition he never did present, and that he will ask the hon. Receiver General whether any money has been paid on the Address stated on the same page of said Journal to have been passed by this House with regard to the said petition.

Then the House adjourned till this day, at half past three of the clock.

The House met at half past three of the clock, pursuant to adjournment.

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

By Mr. WATSON, from Thos. Selby and others, of George's Brook, R. Bemister and others, of New Perlican, Joseph Tilley and others, of Randon, and Rev. John P. Bowel and others, of Red Bay, Straits of Belle Isle.

By the hon. RECEIVER GENERAL, from Walter Saunders and others, of Gull Island.

By Mr. BENNETT, from Richard O'Donnell and others, of South Side of Salmonier Arm.

By Mr. RORKE, from B. T. H. Gould and others, of Carbonear.

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

Mr. RORKE presented a petition from Mary McCarthy, widow of the late John McCarthy, of Carbonear, which was received and read, praying for compensation for loss of a stable pulled down by instructions of the Magistrate, to arrest the progress of a fire there, in 1862.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from Josiah Daniel and others, of Lamaline, 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.

Mr. KENT presented a petition from J. Hearne and others, of St. John's, which was received and read, praying for an alteration of the License Act.

Ordered,—That the said petition do lie upon the table.

Mr. FENELON presented a petition from Micheal Tobin and others, of St. John's, on the same subject as the foregoing, which was also received and read.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from Benjamin Sorrel and others, of Grand Bank, which was received and read, praying for an alteration

in the Act relating to the size of the mesh of the Salmon net, so far as relates to that settlement.

Ordered,—That the said petition do lie upon the table.

The hon. RECEIVER GENERAL presented a petition from Michael Hanley and others, of Northern Bay, which was received and read, praying for an increase of salary to Joseph Hogan, Way Master there.

Ordered,—That the said petition do lie upon the table.

Mr. LITTLE presented a petition from J. Haddon, late Inspector of Protestant Schools, which was received and read, praying for compensation for being deprived of his situation, owing to the operation of the present Education Act.

Ordered—That the said petition do lie upon the table.

Mr. STEER presented a petition from Rev. Thomas W. Atkinson and others, of Random and Smith's Sound, which was received and read, praying for a grant to enable them to have increased postal communication.

Ordered,—That the said petition do lie upon the table.

Mr. RORKE gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the petition of Mary McCarthy, widow of the late John McCarthy, Sub-Collector of Carbonear.

Mr. WATSON gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the petition of the Rev. John Powel and others, of Red Bay, Belle Isle Straits, on the subject of a road to a Church in that place.

Mr. STEEB gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of the inhabitants of Random Sound, in reference to Postal and Mail Service.

Mr. KENT presented several petitions from J. T. Wythcombe and others, of St. John's East, which were severally received and read, praying for an alteration in the present License Law.

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

Mr. WINTER, pursuant to notice, and on leave granted, presented a Bill to amend the Law relating to trespass by Cattle, which was read a first time.

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

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

A Bill to provide for the maintenance of persons under arrest for debt.

A Bill to amend the law relating to the property of married women.

A Bill to amend the Criminal Law.

Ordered,—That the said several Bills 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 respecting Masters and Mates.

The SPEAKER left the Chair.

MR. KELLIGREW 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.

The Order of the Day for the second reading of the Bill to amend the License Act being read, and the question put thereon, it passed in negative, without division.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill for the encouragement of the Bank Fishery.

The SPEAKER left the Chair.

MR. KELLIGREW 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 Bill to continue the Acts for granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies, was read a second time.

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

Ordered,—That the Committee of the Whole on the state of the Colony stand first on the Order of the Day for to-morrow.

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

Also, that, on to-morrow, he will ask leave to bring in a Bill to provide for the Inspection of Fish Oils.

Then the House adjourned till to-morrow at half past three of the clock.

THURSDAY, 23rd MARCH, 1876.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. the Premier to inform the House by what authority the sum of \$727.04 was paid to J. S. Winter, Esq., for penalty and costs taxed in re Pin-sent vs. Ayre, and Green vs. Browning.

The hon. SOLICITOR GENERAL gave notice that, on to-morrow, he will ask leave to introduce a Bill to consolidate and amend the laws relating to Education.

Mr. McNEILLY gave notice that, on to-morrow, he will ask leave to introduce a Bill for the recovery in a summary manner by persons engaged in the Seal Fishery, of their Wages or share of Seals.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House the Vouchers for the payment of \$510 paid on May 6th, 1875, to Job, Brothers & Co., hire of S.S. *Hector*, and Voucher for payment of \$990 to S. Cabot and owners, on November 3rd, 1875, and charged to Election expenses, 1874.

Ordered—That the Committee of the Whole on the state of the Colony stand first on the Order of the Day for Monday next.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill respecting Certificates to Masters and Mates.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed the Bill to them referred, 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 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 the Revenue Bill.

The SPEAKER left the Chair.

Mr. DEARIN took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed the Bill to them referred, with an amendment, which they had directed him to report to the House, and he handed the Bill and amendment, in at the Clerk's table.

And the said Amendment, having been read throughout, a first and second time, was, on 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.

The hon. RECEIVER GENERAL, pursuant to notice, and on leave granted, presented a Bill to provide for the Inspection of Fish Oils, which was read a first time.

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

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

*To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Rev. George Bowel and others, of Red Bay, Straits of Belle Isle, upon the subject of Roads, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
23rd March, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Mary McCarthy, of Carbonear, upon the subject of compensation for land, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 23rd, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 accom-

panying petition of the inhabitants of Random, Trinity Bay, upon the subject of Postal Communication, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,

March 23rd, 1876.

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. Executive Council.

Mr. DEARIN presented thirty two petitions from the inhabitants of Torbay, Pouch Cove, Logy Bay, and settlements in the District of St. John's East, which were severally received and read, praying for grants to open and repair roads in those localities.

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

Mr. PARSONS presented petitions from Thomas Carew, of Flat Rock, and from Thomas Power, of same settlement, which were severally received and read, praying for grants to open roads in that locality.

Mr. RABBITS presented a petition from Thomas Stephens and others, of the Gulleys, near Brigus, which was received and read, praying for a grant to enable them to construct a road in that locality.

Mr. KENT presented a petition from Thomas Walsh and others, of St. John's East, which was received and read, praying for repair of the road between Rennie's Mill and O'Brien's Bridge.

Mr. FENELON presented a petition from James McLoughlan and others, of St. John's West, which was received and read, praying that the stream flowing between Branscomb's and Frisdon's estate be covered over.

Ordered,—That the said petition do lie upon the table.

Mr. FENELON presented a petition from William Hogan and others, of River Head, which was received and read, praying for a grant to construct a surface drain from the Plank road leading to St. Patrick's street.

Ordered,—That the said petition do lie upon the table.

Mr. RABBITS presented a petition from Stephen Whelan and others, of Brigus, which was received and read, praying for a grant to erect a public Wharf or landing place at the River Head of that settlement.

Ordered,—That the said petition do lie upon the table.

Then the House adjourned till to-morrow, at half past three of the clock.

FRIDAY, 24th MARCH, 1876.

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from James Cooper and others, of Cat Harbour, which was received and read, praying for a grant to build a Breakwater there.

Ordered,—That the said petition do lie upon the table.

The hon. RECEIVER GENERAL presented a petition from John G. Currie and others, of Lower Island Cove, which was received and read, praying for the erection of a Sheep-fold near Flamboro Head.

Ordered,—That the said petition do lie upon the table.

Mr. SCOTT presented petitions from Richard Tucker and others, of Broad Cove, and from Wm. Sinnott and others, of Old Bay Bulls road, which were severally received and read, praying for grants to repair roads in those settlements.

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

Mr. WINTER presented a petition from Wm. Ansty and others, of Frenchman's Cove and Garnish, Fortune Bay, which was received and read, setting forth :

That on the 1st day of March last, the French schooner *Anna*, laden with a cargo of dry cod fish, from St. Pierre, Miquelon, bound for Guadeloupe, West Indies, was wrecked at or near to Frenchman's Cove.

That the said petitioners aided as far as was in their power, and with considerable danger and difficulty, succeeded in saving a large

portion of her cargo and materials, under the direction of George Simms, Esq., J. P., of Grand Bank, Wreck Commissioner, Fortune Bay. That they, the said petitioners, carried the cargo and materials saved, for a long distance over the ice; and for a further distance of about one and a half miles along shore, to a place of safety.

That the said fish was subsequently sold by the said Wreck Commissioner, realizing for 1,431 qtls. saved, an average of about fifteen shillings per quintal. Your petitioners would further respectfully shew that they have acted in an honest and lawful manner, as will no doubt be represented in the report of the said George Simms, Esq.

That the said Wreck Commissioner agreed with them that they should be paid as salvage, one half of the amount realized from the sale of cargo and materials saved, but that it would likely become his duty to retain one dollar and thirty-two cents on each quintal, for duty levied by the Government on foreign fish entering the Colony.

Your petitioners would further respectfully shew, that notwithstanding the fish was not put into store or warehouse in any manner, but simply landed as the circumstances rendered obligatory; that it remained on the beach, covered with the sails of the vessel, until the time of sale; that it was then purchased by Messrs. E. Levelly & Co., and Messrs. Herpin & Peppin, of St. Pierre, Miquelon, the original owners, who have since reshipped it and carried it back to St. Pierre; that half the amount of duty has been retained out of their share as salvors.

Your petitioners, therefore, respectfully submit that they should be entitled to receive one half of the whole amount realized, after deducting the necessary expenses of sale; and that they should not be obliged to pay duty on the fish saved by them; and beg that your Honorable House will take their petition into favorable consideration, and that you will give instructions that the half of the amount of total duties which has been retained out of their share as salvors, shall be returned to them through the said George Simms, Esq., or in such other manner as it shall please your Honorable House to direct.

And your petitioners, as in duty bound, will ever pray.

Ordered,—That the said petition do lie upon the table.

Mr. AYRE presented a petition from Rev. Joseph Pascoe and others, of Burin, which was received and read, praying for a grant to enable them to erect a fence round the Wesleyan Graveyard there.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from George Bishop and others, of

Burin, which was received and read, praying for a grant to enable them to erect a wharf at Collins's Cove.

Ordered,—That the said petition do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS gave notice that, on tomorrow, he will move an Address to His Excellency the Governor on the petition of the inhabitants of Green Bay, for a Breakwater at Cat Harbor.

Pursuant to Order of the Day, the Bill respecting Certificates to Masters and Mates, as amended, was read a third time.

Ordered,—That the Bill do pass, and that a Message be sent to the Legislative Council requesting their concurrence in the amendments made by this House.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. Kent, do take the Bill and Message to the Legislative Council.

Pursuant to Order of the Day, the Bill for granting to Her Majesty certain Duties on Goods, Wares and Marchandises imported into this Colony and its Dependencies, was read a third time, as engrossed.

Ordered,—That the Bill do pass and entitled “An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandises imported into this Colony and its Dependencies.”

Ordered,—That the hon. RECEIVER GENERAL, and Mr. DEARIN 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 the further consideration of the Bill for the Encouragement of the Bank Fishery.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair, the Black Rod being at the Door.

(A Message from the Legislative Council.)

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

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they agree to the Amendments made by the Assembly in and upon the Bill sent down, entitled "An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled, 'An Act respecting Certificates to Masters and Mates.'"

EDWARD MORRIS,
President.

Legislative Council Chamber,
March 24th, 1876.

And then the messenger withdrew.

Ordered,—That the said message do lie upon the table.

The SPEAKER left the Chair.

Mr. KELLIGREW resumed the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed the Bill to them referred, with an Amendment, and he handed the Bill and Amendment in at the Clerk's table.

And the said Amendment having been read throughout, a first and second time, was 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 the hon. RECEIVER GENERAL, seconded by the hon. ATTORNEY GENERAL,

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

Ordered,—That, on Tuesday next, the House do resolve itself into Committee of the Whole, on the Supply granted to Her Majesty, and that this stand first on the Order of the Day.

The hon. SOLICITOR GENERAL, pursuant to notice and on leave granted, presented a Bill to Amend and Consolidate the Laws relating to Education, which was read a first time.

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

Mr. McNEILY, pursuant to notice, and on leave granted, presented a Bill to provide for the recovery, in a summary manner, by persons engaged in the Seal Fishery, of their wages or share of Seals, which was read a first time.

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

Mr. RORKE, from the Select Committee on the Preservation of Bait, presented a Bill to amend the Act relating to the Coast Fisheries, which, on leave granted, was read a first time.

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

Ordered,—That the following Address be presented to His Excellency the Governor.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 inhabitants of Green Bay, upon the subject of a Breakwater at Cat Harbor, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,

24th March, 1876.

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.

The hon. ATTORNEY GENERAL laid on the table of the House a Communication from His Excellency the Governor in reference to the increase of official salaries, as asked for by Address of the House.

(For which see Appendix.)

Ordered—That the said documents do lie upon the table.

Mr. RORKE gave notice that, on to-morrow, he will move the suspension of the rules of the House in relation to the Bill to amend the Law relating to coast fisheries.

Mr. McNEILLY gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of a Police constable for the town of Bonavista and the surrounding District.

Mr. LITTLE gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, for an appropriation of a sum of money to repair the Public Wharf at Topsail, Conception Bay.

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

By Mr. DEARIN, from Michael Shea and others, of Torbay; Philip Cole, John Woodfine, John Donovan, William Field, and Laurence Phelan, of Torbay.

By the hon. SOLICITOR GENERAL, from Moses Tilly and others, of Shoal Harbor, Edmond Pilly and others, of Shoal Harbor; Stephen Jeanes and others, of Catalina; Charles Clinch and others, of Random; Charles Hansford and others, of Deep Bight; and from William Pitman and others, of Skinner's Cove.

By Mr. CONROY, from Wm. Lee and others, of Caplin Cove.

By Mr. KENT, from James Kelly and others, of Torbay; and from Richard O'Donnell, of Outer Cove.

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

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Philip Perry and others, of Indian Islands, which was received and read, praying for a grant to enable them to sink a Well there.

Ordered,—That the said petition do lie upon the table.

The hon. SOLICITOR GENERAL presented a petition from John Doherty and others, of Trinity, which was received and read, praying that an Act may be passed to provide for the fencing of land for the protection of sheep.

Ordered,—That the said petition do lie upon the table.

The hon. SOLICITOR GENERAL presented a petition from Philip Le Mottee and others, of LaPoile and vicinity, which was received and read, praying for an increase of bounty on the building of Steam Bait Skiffs.

Ordered,—That the said petition be referred to the Select Committee on the preservation of Bait.

Then the House adjourned till Monday next, at half past three of the clock.

MUNDAY, 27th MARCH, 1876.

Pursuant to Order of the Day, the Bill for the encouragement of the Bank Fishery, as engrossed, was read a third time.

Ordered,—That the Bill do pass, and be entitled, “An Act for the encouragement of the Bank Fishery.”

Ordered,—That the hon. RECEIVER GENERAL and Mr. NOWLAN do take the Bill to the Legislative Council, and desire their concurrence.

Ordered,—That the Committee of the Whole on the state of the Colony stand first on the Order of the Day for Thursday next.

Pursuant to Order of the Day, the Bill to amend the law relating to the Coast Fisheries, was read a second time.

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

Resolved,—That the Rules of the House be suspended in reference to the said Bill.

Ordered,—That the House do now resolve itself into Committee of the Whole on the said Bill.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. NOWLAN 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, and further that this Bill be referred back to the Select Committee on the preservation of Bait.

Ordered,—That the hon. A. Shea and Mr. Nowlan be added to the Select Committee on the preservation of Bait.

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

A Bill to provide for the maintenance of persons under arrest for debt.

A Bill for the protection of the property of Married Women.

A Bill in Amendment of the Criminal Law.

A Bill in reference to trespass on Land by Cattle.

A Bill for the Inspection of Fish Oils.

A Bill in reference to Wages of Sealers and their shares of the Seals, at the Seal Fishery.

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

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

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 subject of repairs of the Public Wharf at Topsail, Conception Bay, respectfully

request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
27th March, 1876,

To His Excellency Sir STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 desirability of the appointment of a Constable at Bonavista, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
March 27th, 1876.

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. Executive Council.

Mr. WINTER presented a petition from Frederick J. Tweedel and others, of Hiscock's Point, Burnt Island, Grandy's Passage and Baker's Tickle, of Burgeo and LaPoile District, which was received and read, praying for an extension of Steam Postal Communication between St. John's and those settlements.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from T. S. Pooke and others, of Burnt Islands, of Burgeo and LaPoile, which was received and read, praying for a grant to open and repair roads there.

Ordered,—That the said petition do lie upon the table.

Also a petition from George Fudge and others, of Seal Cove, Isle-aux-Morte, in the same District, which was received and read, praying for a grant to open roads in those localities.

Ordered,—That the said petition do lie upon the table.

Also, a petition from Fred. J. Tweedel and others, of Burnt Island, Grandy's Passage, Baker's Tickle and Rose Blanche, praying that a permanent Ferryman may be established between the Island of Baker's Tickle and the main land, opposite Grandy's Passage.

Then the House adjourned till to-morrow, at half-past three of the clock,

TUESDAY, 28th MARCH, 1876.

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

The SPEAKER left the Chair.

Mr. KELLIGREW 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 Friday next.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole, upon the Bill to provide for the Inspection of Fish Oils.

The SPEAKER left the Chair.

Mr. WATSON took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed the Bill to them referred, with an Amendment, which they had directed him to report the House, and he handed the Bill and Amendment in at the Clerk's table.

And the said Amendment, having been read throughout, a first and second time, was, 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.

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

Imports and Exports for the year 1875.

Shipping Returns for 1875.

Ordered,—That the said documents do lie upon the table.

The hon. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House the Report of Alexander Murray, Esq., Geological Surveyor, for 1875.

Return of Salmon Warden for Pushtrough, for 1875.

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. COLLINS, from Richard McGrath and others, of Oderin, and Michael Maddox and others, of same settlement.

By Mr. PARSONS, from Joseph Friguot, of Torbay Road.

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

Mr. PARSONS presented a petition from John Salmon, of the White Hills, which was received and read, praying for compension for the loss of his house and farm stock by fire, in November last.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from Thos. Martin and others, of Flat Rock, which was received and read, praying for the erection of a public Wharf or Landing Place at Morton's Rock there.

Ordered—That the said petition do lie upon the table.

Then the House adjourned till to-morrow, at half past three of the clock.

WEDNESDAY, 29nd MARCH, 1876.

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

By Mr. RABBITS, from Rev. J. C. Harvey and others, of Port-de-Grave.

By Mr. GODDEN, from Thos. Hayes and others, of Island Cove and South Side, Harbor Grace, John M. Noel and others, of Upper Island Cove.

By the hon. RECEIVER GENERAL, from Richard English, of Job's Cove, and from Patrick Colford and others, of Red Lands.

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

Mr. GODDEN presented a petition from Rev. R. H. Freeman, Chairman, and John Bemister Secretary of the Methodist Board of Education, of Harbor Grace, which was received and read, praying for a grant to make a road to the School-house there.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from John Crane and others, of Upper Island Cove, 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 SURVEYOR GENERAL gave notice that, on to-morrow, he will move for the appointment of a Select Committee on Coastal Steam Communication.

The hon. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House Copy of Correspondence with the Secretary of State for the Colonies and the owners of the steamer *Artic* on the subject of the Seal Fishery being prosecuted on the coast of Newfoundland, by that steamer this Spring.

(For which see Appendix.)

Ordered—That the said document do lie upon the table.

Pursuant to Order of the Day, the Bill to provide for the inspection of Fish Oils, in this Colony, as engrossed, was read a third time.

Ordered,—That the Bill do pass, and be entitled, "An Act to provide for the Inspection of Fish Oils in this Colony."

Ordered,—That the hon. RECEIVER GENERAL and Mr. PARSONS do take the Bill to the Legislative Council, and desire their concurrence.

Ordered,—That the Bill relating to Debtors confined under Civil

Process be referred to a Select Committee, viz., the hon. Attorney General, Mr. Scott, Mr. McNeily, Mr. Little and Mr. Winter.

Then the House adjourned till to-morrow, at half-past three of the clock.

THURSDAY, 30th MARCH, 1876.

Mr. BENNETT presented a petition from Michael Furlong and others, of Point Mall, which was received and read, praying for a grant to build a bridge over the gut leading from Lieutenant Pond.

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, on the state of the Colony,

The SPEAKER left the Chair.

Mr. GODDEN 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 Day for Monday next.

Then the House adjourned till to-morrow, at half past three of the clock.

FRIDAY, 31st MARCH, 1876.

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. and learned Premier whether Report No. 3, of the Commission on Public Accounts has been laid on the table of the House, and if not, why not? And what its subject matter was, and to ask that it now may be laid upon the table.

Also, to ask for copy of a letter from Ex-Commissioner Robinson to the Secretary of State, relative to the evidence taken by said Commissioner, and for the reply thereto, and for any other correspondence arising out of said letter.

Also, that, on to-morrow, he will ask the CHAIRMAN OF THE BOARD OF WORKS for a return of the cost and number of tons of coal and other fuel, and of the cost of light provided for Government House and other Public Buildings, from 1st January, 1875, to this date.

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. KELLIGREW 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 made some progress therein, 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 Tuesday next.

On motion of the SURVEYOR GENERAL, seconded by Mr. WINTER,

Resolved,—That a Select Committee be appointed on Coastal Steam Communication.

Ordered,—That the Surveyor General, Mr. Winter, Mr. Bowring, Mr. Watson, Mr. Dwyer, Mr. Tessier, Mr. Raftus, Mr. Collins, and the Chairman of the Board of Works, do form the Committee.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House, a written statement of the principles or basis on which it is proposed to distribute the vote to encourage Home Industries.

Also, to ask why there is no charge for Harbor Grace Spring term of the Supreme Court, on Circuit, on account of 1875, where was the *Hercules* employed on Circuit work, and why is there a sum taken from the Lighthouse accounts, and charged on account of *Hercules* on Circuit, when the *Walrus* was employed by contract, and how many days was the *Walrus* employed on Circuit in 1875, out of the thirty-eight days for which the sum of \$3,040 is charged; and also why are the charges for table money on Circuit so largely increased.

Mr. CONROY gave notice that, on to-morrow, he will ask the the hon. and learned Premier, if this Colony will be represented in the Philadelphia Centennial by any authorized agent.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the table of the House the Documents and Receipts for the several payments set out in the return lately laid on the table by him, as paid for the packet service between Western Bay, Cape St. Francis and St. John's, in the years, 1874, '75, and '76.

Also, that he will ask the Chairman of the Board of Works for an explanation of the following items, appearing in the detailed Statement of expenditure on roads, in St. John's East, laid on the table of this House on the 7th day of March current :

On the debit side,—

Aug. 26,—10 per cent contingent East.....	\$406.18
Sept. 24,—Cost of Flags.....	412.55

On the credit side,—

Oct. 27,—Cash, for six flags sold.....	1.20
Dec. 24,—Contingent East.....	77.26

And what the said flags are used for.

Mr. DEARIN presented forty petitions from Michael Martin and others, inhabitants of Torbay, which were severally received and read, praying for grants to open and repair roads in that locality.

He also presented petitions from Edward Bennett and others, and from Thos. Power and others, of Belle Isle, and from Lucinda Bulger and others, and from Margaret Brawdors and others, of Portugal Cove, praying for grants to repair local roads.

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

Then the House adjourned till Monday next, at half past three of the clock.

MONDAY, 3rd APRIL, 1876.

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

The SPEAKER left the Chair.

Mr. KELLIGREW 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 Wednesday next.

Then the House adjourned till to-morrow, at half past three of the clock.

TUESDAY, 4th APRIL, 1876.

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. KELLIGREW 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 Master-in-Chancery to the Legislative Council brought down the following written 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 certain Duties on Goods, Wares and Merchandise, imported into this Colony and its Dependencies," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
4th April, 1876.

And then the messenger withdrew.

Ordered,—That the said Message do lie upon the table.

Then the House adjourned till to-morrow, at half past three of the clock.

WEDNESDAY, 5th APRIL, 1876.

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

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

And the House having sat till 12 o'clock,

THURSDAY, 6th APRIL, 1876.

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

1.—The pecuniary obligations of this Colony having been enlarged by the late Government beyond proportion with the revenue provided for by their Custom's Tariff, it necessarily followed, under ordinary circumstances, that the accounts of their successors would show a debt to a greater or less extent, against the Colony : And upon due examination of the public accounts of 1875, and of the extraordinary requirements in various departments of the public service, this House is of opinion that the expenditure in these cases was justified by regard to the public interests, and that the Executive exercised a wise discretion in assuming provisional responsibility for such disbursements.

2.—That the opinion above expressed applies with peculiar force to the payments on account of the Railway Survey. This work was undertaken with the expressed and all but unanimous approval of the whole Legislature, and with an understanding that it was to be completed within last year. The vote of last Session was an estimate of Mr. Sandford Fleming, the most eminent authority in Canada on such matters; but experience having proved its insufficiency to meet the demands of the Survey, with those many unforeseen and accidental expenses that attended it, the Government, in defraying such charges, and thus securing the completion of the work within one season, avoided the greater outlay which would have been occasioned had operations been postponed for another year.

3.—That the several statements of the financial affairs of the Colony have been furnished to this House in a faithful and satisfactory manner.

4.—That the preference of a Railway Survey route in the northerly direction through Exploits Valley appears to have been judiciously directed, the best informed opinions agreeing that this line would combine the greater number of advantages to the Colony.

5.—That any recommendation by the Government of what is termed a Railway policy, would be premature and ill-advised, until the full report of Mr. Sandford Fleming, referred to in the opening Speech of His Excellency the Governor, shall have been received and duly considered by the Government.

6.—That the appointment of Mr. McLeod to carry out the Timber-Lands Survey, irrespective of the Surveyor-General's department, was necessitated by the fact of such an increased amount of work in this department as would have rendered the withdrawal of any of its staff both inconvenient and injurious to that portion of the public service; while the House regards as satisfactory the accounts furnished directly by Mr. McLeod.

7.—That the adoption of the Treaty of Washington in application to this Island was the act of Mr. Bennett's Government, who predicted large benefits as the result of a measure which, it is now contended, gives "no practical return or equivalent for the fishery rights it conceded to the United States." The neglect of Mr. Bennett's Government to negotiate, before our acceptance of the Treaty, for the free admission of Seal Oil into American markets—an advantage which appeared to have been obtainable, was a grave and highly injurious dereliction of public duty.

8.—That this House relies with confidence upon the assurance conveyed in His Excellency's opening Speech, that the question of compensation due to the Colony, under the Washington Treaty, will receive the best practical attention of the Government.

9.—That the charge of "culpable remissness," in neglecting to place on Cape St. Francis a Light House or a Fog Whistle, rests upon the late Government, who, while declaring the necessity by making an estimated provision for this service, afterwards withdrew such provision from the sums to be voted: That having regard to the existing collision of opinion as to the relative merits of a Light or a Fog Whistle, it would be unwise to accept either alternative pending the inquiry whether both these safeguards may not be erected with greater benefit to the mariner; and the House learns with satisfaction that steps have been taken by the Government to insure an early accomplishment of the important object in view.

10.—That the increase of official salaries was, after much deliberation, carried by an urgent Address which received the unanimous support of the Assembly while Mr. Bennett's Government held power; and after an interval of a year, an Address to similar effect was proposed by their organ in the Legislative Council and passed without dissent. His Excellency the Governor in "causing such augmentations to be made" as he deemed just, (as requested in the words of the Assembly's

Address) acted constitutionally, and his course has since received statutory confirmation in the Acts of last session.

11.—That this House fully approves of the labors of the Royal Commission, and of the decision at which it arrived, amply sustained as these were by the evidence adduced; and it is a matter of congratulation that the action taken upon the Reports of that Commission has conduced to the more satisfactory conduct of the public departments referred to by the Commission, and will tend to the prevention of future misappropriations of public funds.

On motion that the Report be adopted, Mr. LITTLE moved in amendment, seconded by Mr. FENELON,

That the Report be not adopted, but that the following resolutions be inserted in lieu thereof :

1st.—That having regard to the large revenue of the past year, and still more to the large amount borrowed on the Public Credit, the Government were wanting in their duty to the country in not confining the public expenditure within the limits of the public income.

2nd.—That the Government have broken their engagement with the Legislature, in exceeding the sum fixed by themselves and voted on the faith of its adequacy for the Railway Survey, and in diverting said Survey from the shortest and most direct route, and in being unprepared with any definite Railway policy.

3rd.—That the Government acted improperly in appointing over the Timber Land Survey a gentleman irresponsible to the Legislature, and not under the control of the Surveyer General's department; and that it is highly unsatisfactory that the Government is unable to furnish the report and accounts of Mr. McLeod as supplied directly by himself.

4th.—That, regarding the immensely valuable concessions made by the Government in passing the Treaty of Washington Act, whereby the United States have secured advantages of fishery upon our coast, for which we have no practical return or equivalent upon theirs, it is incumbent on the Government to adopt such well-devised and energetic measures as shall secure to this Colony full compensation under the provisions of the Treaty of Washington.

5th.—That this House condemns the culpable remissness of the Government in neglecting to place on Cape St. Francis, as provided for by two successive years' votes, a Light House or a Fog Whistle, one or other of which the Bay navigation imperatively demanded from

a humane Administration, as shown by the melancholy disasters which have recently occurred in that neglected locality.

6th.—That this House records its emphatic condemnation of the unnecessary increase of the salaries of certain executive officers and other officials, for which several statutes had already made provision, and of the unauthorized gratuities to the Governor and others, from the Government, in the shape of back pay for 1874, which gratuities this House declares to be indefensible, utterly unconstitutional, and a gross violation of the obligations due from the Government to the people; and that it is now the duty of the Government to cause such back payments to be returned to the Treasury, and to reduce the salaries of the Governor and Executive officers to the former standard.

7th.—That it was the bounden duty of the Government to have laid upon the table of the House the evidence taken before the Commission to investigate public accounts, and to have been prepared to account to the country for the absence of all action upon those reports after the parade made, the expense incurred at the public cost on account of those reports, and the wide-spread circulation which they had by means of the Government for party purposes.

And the question on the amendment being then put, the House divided, when there appeared,—

For the Amendment—8.

Mr. Little,
 “ Fenelon,
 “ Kent,
 “ Nowlan,
 “ Raftus,
 “ Scott,
 “ Collins,
 “ Dwyer.

Against the Amendment—15.

Hon. Attorney General,
 “ Solicitor General,
 “ Receiver General,
 The Surveyor General,
 Chairman, Board of Works,
 Mr. Rorke,
 “ Winter,
 “ McNeily,
 “ Steer,
 “ Ayre,
 “ Bowring,
 “ Godden,
 “ Watson,
 “ Rabbits,
 “ Kelligrew.

So it passed in the negative.

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

Ordered,—Accordingly.

Mr. RORKE, from the Select Committee, on the subject of the preservation of Bait, and to whom had been referred the Bill for the protection of the Coast Fisheries, presented the report, which he handed in at the Clerk's table, where it was read as follows:

COMMITTEE ROOM,

House of Assembly,

5th April, 1876.

The Committee appointed by your Honorable House on the question of the Supply of Bait, beg to report that, after the fullest consideration, they have arrived at the conclusion that the Bill before the House and referred to them, be passed by the Legislature with the addition of a clause prohibiting the hauling of any bait on Sundays.

All which is respectfully submitted,

JOHN RORKE, Chairman,
JAMES J. ROGERSON,
A. SHEA,
CHAS. BOWRING,
NATHL. RABBITS,
LEWIS TESSIER,
J. I. LITTLE.

(For Evidence, see Appendix.)

Ordered,—That the said Report be referred to the Committee of the Whole on the Bill to amend the Law relating to the Coast Fisheries.

Mr. GODDEN gave notice that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House the Report and accompanying Plan of Alexander Murray, Esq., upon Harbor Grace Island Light-house.

Then the House adjourned till this day, at half past three of the clock.

The House met at half-past three o'clock, pursuant to adjournment.

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

By Mr. WINTER, from Frederick J. Tweedell and others, of Hiscock's Point and Burnt Island.

By the SURVEYOR GENERAL, from John Prince and others, of Muddy Cove, Southern Brook; John Bouker and others, of Open Hall; Frederick Shears and others, of Open Hall; George Shears and others, of Thomas' Cove, Open Hall; Thomas Fleming and others, of Spillars's Cove; John Gosburg and others, of Bonavista, and from James Harris and others, of Canaile.

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

(A Message from the Legislative Council.)

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

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly, that they have passed the Bill sent up, entitled, "An Act for the encouragement of the Bank Fishery," with some Amendments, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Legislative Council Chamber,
6th April, 1876.

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 encouragement of the Bank Fishery," were read a first time, and are as follows:

In the fourth section, strike out the word "to," at the commencement of the third line.

Strike out the words "the Master and" in the fourth line.

Insert the words "the Master included," after the word "vessel," in the fifth line.

And strike out the word "and" in the same line.

Ordered,—That the said amendments be read a second time tomorrow.

The following petitions, praying for an alteration in the law relat-

ing to the time for sealing vessels and steamers proceeding on the sealing voyage, were severally presented, received, and read.

By Mr. GODDEN, from John Munn and others, of Harbor Grace, and from R. H. Taylor and others, of Bay Roberts.

By Mr. LITTLE, from Thomas Ezekiel and others, of Holyrood and settlements in the District of Harbor Main.

By Mr. RORKE, from J. R. Maddox and others, of Carbonear.

By Mr. RABBITS, from Samuel Rabbits and others, of Brigus.

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

The SURVEYOR GENERAL presented a petition from George Vivian, of Greenspond, which was received and read, praying for an increase to his salary as Ferryman there.

Ordered,—That the said petition do lie upon the table.

The Order of the Day, for the Committee of the Whole on the Bill to provide for the maintenance of persons under arrest for debt having been read,

Ordered,—That the said Bill be referred to a Select Committee, consisting of the hon. Attorney General, Mr. Scott, Mr. Little, Mr. McNeily, and Mr. Winter.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to amend the law relating to the property of married women.

The SPEAKER left the Chair.

Mr. TESSIER took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had come to a Resolution on the Bill to them referred, which they had directed him to report to the House, as also to ask leave to sit again on the further consideration thereof.

Resolved,—That the said Bill be referred to a Select Committee, and that the Committee have leave to sit again.

Ordered,—That the hon. Attorney General, Mr. McNeily, Mr. Kent, Mr. Conroy, and the Speaker do form the Committee.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill in reference to trespass by cattle.

The SPEAKER left the Chair.

Mr. TESSIER 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 agreed to 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 Bill to amend and consolidate the Education Acts, was read a second time.

Ordered,—That the said Bill be referred to a Select Committee to report thereon, composed of the hon. Solicitor General, the Surveyor General, Mr. Little, Mr. Fenelon, Mr. McNeily and Mr. Ayre.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole, upon the Bill relating to the recovery of Sealers' Wages or share of Seals.

The SPEAKER left the Chair.

The CHAIRMAN OF THE BOARD OF WORKS took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to the Bill to them referred, 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 Bill to amend the Act relating to the Coast Fisheries.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to the Bill to them referred, 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.

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.

Mr. RABBITS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor in Council, on a petition for a public Mooring Buoy at Brigus, presented last session.

Mr. SCOTT presented a petition from John Dalton and others, of St. John's West, which was received and read, praying for the extension of Flower Hill Firebreak.

Ordered,—That the said petition do lie upon the table.

Mr. TESSIER presented a petition from the Officers and members of the Phoenix Volunteer Fire Company and of the Cathedral Volunteer Fire Brigade, which was received and read, praying that some provision may be made for the support of their families, in the event of their receiving serious injury while in the discharge of their duties.

Ordered,—That the said petition do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS gave notice that, on Tuesday next, he will move the House into Committee of the Whole on Roads and Bridges.

Mr. TESSIER gave notice that, on to-morrow, he will ask the hon. the Premier whether the Government will, this session, introduce a Bill to amend Cap. 84, Title 22, of the Consolidated Statutes, of the St. John's Fire Brigade, so as to give, or take any measure to give, effect

to the prayer of the petition of the Phoenix Volunteer Company and of the Cathedral Volunteer Fire Brigade.

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

By Mr. RABBITS, from J. Wilcox and others, of Brigus, and from Geo. G. Croke and others, of the Gullies.

By Mr. FENELON, from Jas. Ruby and others, residing near Bay Bulls Road, John Whiteway and others, Old Placentia and Deer's Marsh, Michael Hayes and others, Old Placentia Road, George Ruby and others, of Heavy Tree Road, John Whiteway and others, of Old Placentia Road, and from George Ruby and others, of Short's Road.

By Mr. WATSON, from Reuben Bemister and others, of New Perlican and Vittar's Cove.

By Mr. McNEILY, from John Taylor and others, of Ticle Cove.

By the hon. RECEIVER GENERAL, from Andrew Colford and others, of Red Lands, and from Alex. Colford and others, of the same settlement.

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

Mr. KENT presented twenty-five petitions from the inhabitants of Pouch Cove, Torbay, Flat Rock, Middle Cove, Outer Cove, and other settlements in the District of St. John's East, which were severally received and read, praying for grants to open and repair roads in those localities.

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

He also presented a petition from Wm. Power and others, of Outer Cove, praying that a law may be enacted to prevent the poisoning of game.

Ordered,—That the said petition do lie upon the table.

He also presented a petition from Nicholas Stabb and others, owners of steamship *Greenland*, praying for compensation for damage done to that vessel by a riotous mob, in 1875, previous to her proceeding to the seal fishery.

Ordered,—That the said petition do lie upon the table.

He also gave notice that, on to-morrow, he will move for the appointment of a Select Committee on the foregoing petition of Nicholas Stabb and others.

Mr. FENELON presented a petition from Samuel Allen and others, of Black Head, which was received and read, praying for a grant to extend the landing place there.

Ordered,—That the said petition do lie upon the table.

Mr. KENT presented a petition from W. P. Walsh, of St. John's, which was received and read, praying for an alteration in the line of Water street, between the premises of W. & G. Rendell and Gill's estate.

Ordered,—That the said petition do lie upon the table.

Mr. KENT presented twelve petitions from the inhabitants of Torbay and other settlements in the District of St. John's East, which were severally received and read, praying for grants to open and repair roads in these localities.

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

Then the House adjourned till to-morrow, at half-past three of the clock.

FRIDY, 7th APRIL, 1876.

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

A Bill to amend the Law relating to Trespass by Cattle.

Ordered,—That the Bill do pass, and be entitled, "An Act to amend the Law relating to Trespass by Cattle."

Ordered,—That Mr. WINTER and Mr. DEARIN do take the Bill to the Legislative Council, and desire their concurrence.

The Bill to provide for the recovery, in a summary manner, by persons engaged in the Seal Fishery, of their wages or share of seals.

Ordered,—That the Bill do pass, and be entitled "An Act for the recovery in a summary manner, by persons engaged in the Seal Fishery, of their wages or share of seals."

Ordered,—That Mr. McNEILY and Mr. KENT do take the Bill to the Legislative Council, and desire their concurrence.

The Bill to amend the law relating to Coast Fisheries.

Ordered,—That the Bill do pass, and be entitled “An Act to amend the Law relating to the Coast Fisheries.”

Ordered,—That Mr. RORKE and Mr. SCOTT do take the Bill to the Legislative Council, and desire their concurrence.

Pursuant to Order of the Day, the amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled, an Act for the encouragement of the Bank Fishery, were read a second time.

Ordered,—That the amendments do pass, and that a Message be sent to the Legislative Council, acquainting them that this House concurs therein.

Ordered,—That Mr. RORKE and Mr. PARSONS do take the Message to the Legislative Council.

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. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had come to certain Resolutions on the business to them referred, 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 there be granted to Her Majesty, Her Heirs and Successors, the following Sums of Money, to defray the Civil Expenditure of the Island, for the year ending 31st December, 1876:

The Private Secretary to the Governor, nine hundred and twenty-four dollars.

First Clerk in Colonial Secretary's Office, one thousand one hundred and twenty-four dollars.

Second Clerk in Colonial Secretary's Office, eight hundred dollars.

Clerk in Receiver General's Office, one thousand one hundred and twenty-four dollars.

Draughtsman and Assistant in Surveyor General's Office, one thousand one hundred and twenty four dollars.

Topographical Assistant, nine hundred and sixty dollars.

Deputy Surveyor, five hundred dollars.

Inspector of Public Buildings and Lighthouses, one thousand dollars.

Clerk of Public Buildings and Lighthouses, six hundred dollars.

Keeper of Colonial Building, three hundred dollars.

Office Keeper, Colonial Secretary's Office, four hundred dollars.

Keeper Halfway House, Salmonier, one hundred and sixty-two dollars.

Gate Keeper, Government House, two hundred and seventy-seven dollars.

Clerk in Financial Secretary's Office, eight hundred dollars.

The Governor's Orderly, three hundred dollars.

Auditor of Public Accounts, one thousand dollars.

Assistant Clerk in Board of Works Office, four hundred dollars.

Messenger in Board of Works Office, two hundred and fifty dollars.

The Chief Clerk and Registrar, Supreme Court, one thousand eight hundred dollars.

Clerk in Registrar's Office, six hundred dollars.

Stationery for Registrar's Office, ninty-three dollars.

Sheriff's Bailiff, St. John's, and Keeper of Court House, five hundred and fifty dollars.

Crier and Tipstaff, St. John's, three hundred dollars.

Chief Clerk and Registrar, Northern Circuit Court, one thousand one hundred dollars.

Crown Prosecutions, two thousand dollars.

To defray expenses of Inquests, six hundred dollars.

Circuits of Judges, five thousand six hundred dollars.

The sum of thirty-one thousand six hundred and twenty dollars for Inspector and Police, under the Police Regulation Act, and Incidentals.

Clerk of the Peace, St. John's, and for collection of License Fund, one thousand five hundred and seventy dollars.

Governor of the St. John's Penitentiary, nine hundred dollars.

Turnkey, St. John's Penitentiary, three hundred dollars.

Two Assistants, St. John's Penitentiary, five hundred dollars.

Keeper of Court House, Harbor Grace, fifty dollars.

A Magistrate at Brigus and Port-de-Grave, eight hundred and thirty dollars.

A Magistrate at Carbonear, eight hundred and thirty dollars.

A Magistrate at Old Perlican, seven hundred dollars.

A Magistrate at Trinity, eight hundred and thirty dollars.

A Magistrate at Bonavista, eight hundred and thirty dollars.

A Magistrate at Greenspond, six hundred and ninety-three dollars.

A Magistrate at Twillingate, eight hundred and thirty dollars.

A Magistrate at Fogo, seven hundred dollars.

A Magistrate at Ferryland, eight hundred dollars.

A Magistrate at St. Mary's, two hundred and eighty dollars.

A Magistrate at Placentia, eight hundred and thirty dollars.

A Magistrate at Burin, eight hundred dollars.

A Magistrate at Grand Bank, seven hundred dollars.

A Magistrate at Harbor Breton, four hundred and sixty-two dollars.

A Magistrate at Burgeo, five hundred dollars.

A Magistrate at Channel, five hundred dollars.

A Clerk of the Peace at Brigus and Port-de-Grave, two hundred and seventy-seven dollars.

A Clerk of the Peace at Harbor Grace, seven hundred dollars.

A Clerk of the Peace at Carbonear, six hundred dollars.

A Clerk of the Peace at Trinity, two hundred and seventy-seven dollars.

A Clerk of the Peace at Bonavista, two hundred and seventy-seven dollars.

A Clerk of the Peace at Twillingate, two hundred and seventy-seven 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 Cat's Cove, ninety-three dollars.

Three Constables at Brigus and Port-de-Grave, three hundred and ninety-four 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 Heart's 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.

Two Constables at Twillingate, one hundred and seventy-two dollars.

One Constable at Fogo, fifty-six dollars.

One Constable at Exploits Bay, fifty-six 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 Hermitage 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 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 Grand Bank, fifty-six dollars.

One Constable at Lamaline, fifty-six dollars.

One Constable at Harbor Breton, one hundred and sixteen dollars.

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- Two Constables at Burgeo, one hundred and twelve 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.
- A Gaoler at Brigus, sixty dollars.
- A Gaoler at Harbor Grace, five hundred dollars.
- A Gaoler at Trinity, one hundred and forty dollars.
- A Gaoler at Bonavista, one hundred and forty dollars.
- A Gaoler at Greenspond, eighty-four dollars.
- A Gaoler at Twillingate, ninety-three dollars.
- A Gaoler at Ferryland, one hundred and forty dollars.
- A Gaoler at Placentia, one hundred and forty dollars.
- A Gaoler at Burin, one hundred and forty dollars.
- A Gaoler at Grand Bank, seventy dollars.
- District Surgeons, St. John's, nine hundred and twenty-five dollars.
- Gaol Surgeon, St. John's, one hundred and eighty-five dollars.
- District Surgeon, Conception Bay, four hundred and sixty-two dollars.
- Gaol Surgeon, Conception Bay, one hundred and thirty-nine dollars.
- Physician, Lunatic Asylum, one thousand three hundred and eighty-five dollars.
- Medical Attendance, St. John's Hospital, nine hundred dollars.
- Commissioner of the Poor, one thousand one hundred and fifty-four dollars.
- Inspector, seven hundred dollars.
- Assistant Inspector, two hundred and fifty dollars.

Keeper of the Poor House, two hundred and seventy-seven dollars.

Permanent and Casual Poor, St. John's and Outports, seventy-five thousand dollars.

Servants and Paupers, Lunatic Asylum, eighteen thousand dollars.

Servants and Paupers, St. John's Hospital, nine thousand dollars.

Servants and Paupers, Poor Asylum, ten thousand dollars.

Ferryman at Great Placentia, one hundred and thirty-nine dollars.

Ferryman at Salmonier, one hundred and sixteen dollars.

Ferryman at Mall Bay, eighty dollars.

Ferryman at Colinet, one hundred and sixteen dollars.

Ferryman at Portugal Cove, one hundred and forty dollars.

Ferryman at Trinity, one hundred and thirty-nine dollars.

Ferryman at Topsail, one hundred and sixteen dollars.

Ferryman at Harbor Grace, one hundred and forty dollars.

Ferryman at Random Sound, Trinity Bay, one hundred and twenty dollars.

Ferryman at Little St. Lawrence, forty-seven dollars.

Two Ferrymen at Holyrood, one hundred and forty dollars.

Ferryman at Burin and Mud Cove, one hundred and sixteen dollars.

Ferryman at Aquaforte, ninety-four dollars.

Ferryman at Mortier Bay, one hundred and sixteen dollars.

Ferryman at Connaigre Bay, one hundred and thirty-nine dollars.

Ferryman at Fogo, forty-seven dollars.

Ferryman at King's Cove to Amherst Cove, one hundred and sixteen dollars.

Ferryman at Harbor Breton, one hundred and twenty dollars.

Ferryman at Harbor Breton to Jersey Harbor, one hundred and forty dollars.

Ferryman at Burgeo to Lapoile, one hundred and twenty dollars.

Ferryman at Lapoile Harbor, one hundred and forty dollars.

Ferryman at Greenspond to Ship Island, one hundred and twenty dollars.

Ferryman at Twillingate and Fogo, eighty dollars.

Ferryman at Ragged Harbor, eighty dollars.

Ferryman at Exploits, Burnt Island, eighty dollars.

Ferryman at Riverhead, St. Mary's, fifty dollars.

Ferryman at Greenspond to mainland, eighty dollars.

Packet Boat, Western Bay to Cape St. Francis and St. John's, one hundred and forty dollars.

Two men at Fort Amherst, for Fog Gun, one hundred dollars.

One man at Signal Hill for Noon Gun, forty-eight dollars.

Ammunition, eight hundred dollars.

Two men's salaries, Block House Signal Station, three hundred and eighty dollars.

Fuel and Light, Block House, Signal Station, seventy dollars.

Chronometer Time, one hundred dollars.

Repairs, St. John's Court House, six hundred dollars.

Repairs, St. John's Penitentiary, six hundred dollars.

Repairs, Outport Court Houses and Gaols, one thousand dollars.

Repairs, Poor Asylum, four hundred dollars.

Repairs, St. John's Hospital, six hundred dollars.

Repairs, Custom Hou one hundred dollars.

Repairs, Colonial Building, four hundred dollars.

Repairs, Block House, two hundred dollars.

Repairs, Imperial Property handed over to Newfoundland, one thousand dollars.

Fuel and Light, Custom House, four hundred dollars.

Fuel and Light, Government House, one thousand dollars.

Fuel and Light, Colonial Building, seven hundred dollars.

Supplies, Court Houses and Gaols, six thousand dollars.

Postal Steam to the Westward, twenty-one thousand six hundred dollars.

Postal Steam, Channel, West Coast and Labrador, four thousand dollars.

Postal Steam to the Northward, thirteen thousand two hundred dollars.

Postal Steam, Conception Bay, six thousand five hundred dollars.

Postal Steam at the Labrador, seven thousand dollars.

Postal Steam to and from Liverpool to St. John's, Halifax and America, sixty-nine thousand one hundred and twenty dollars.

St. John's Gas Company, one thousand six hundred and fifty dollars.

Harbor Grace Gas Company, three hundred and forty-six dollars.

Shipwrecked Crews, two thousand dollars.

Dorcas Society, St. John's, two hundred and thirty dollars and seventy-seven cents.

Dorcas Society, Harbor Grace, one hundred and twenty dollars.

Dorcas Society, Carbonear, one hundred and fifteen dollars and thirty-eight cents.

Ladies St. Vincent De Paul Society, St. John's, two hundred and thirty dollars and seventy-seven cents.

Ladies, St. Vincent De Paul Society, Harbor Grace, one hundred and twenty dollars.

General Protestant Industrial Society, St. John's, four hundred and sixty-one dollars and fifty-four cents.

St. John's Factory, four hundred and sixty-one dollars and fifty-four cents.

Orphan Asylum, Industrial Department, two hundred and thirty dollars and seventy-seven cents.

Agricultural Society, St. John's, one thousand five hundred and fifty-three dollars and eighty-four cents.

Agricultural Society, Conception Bay, four hundred and sixty-one dollars and fifty-four cents.

Labrador Revenue Cruiser, two thousand five hundred dollars.

Printing and Stationery, five thousand dollars.

Postage and Incidentals, four hundred dollars.

Pension to Widow Chancey, one hundred and eighty-five dollars.

Pension to Widow Buckley, one hundred and sixteen dollars.

Pension to Widow Oke, two hundred dollars.

Insurance on Public Buildings, one thousand three hundred and eighty-four dollars.

Unforeseen Contingencies, two thousand three hundred and seven dollars.

Postal Service, twenty-three thousand dollars.

Repairs of Town Clock, sixty-nine dollars and twenty-three cents.

Carrying out Crown Lands Act, three hundred and forty dollars.

Geological Survey, five thousand dollars.

Salary of Inspector of Weights and Measures, ninety-three dollars.

Cleansing St. John's Streets, one thousand six hundred dollars.

Newfoundland Almanac, one hundred and sixteen dollars.

In aid of Sewerage Account, eight hundred dollars.

In aid of Water Company, one hundred and sixty-seven dollars and twenty cents.

Light House or Alarm at Cape St. Francis, twenty thousand dollars.

To encourage Home Industries, three thousand dollars.

Special vote for Public Works, one thousand three hundred and thirty-three dollars and thirty-three cents per Electoral District, twenty thousand dollars.

Fitting Apparatus, Long Point, Twillingate, one thousand dollars.

Carbonear Court House and Police Barracks, four thousand dollars.

Portugal Cove Wharf, renewal and extension, four thousand four hundred dollars.

To finish New Wing for males, Lunatic Asylum, two thousand dollars.

Water Service, for Lunatic Asylum, one thousand dollars.

Boiler-house improvements, Lunatic Asylum, one thousand dollars.

Chief Examiner of Masters and Mates and Harbor Master, one thousand nine hundred and twenty dollars.

Assistant Examiners, and Boat hire, &c., six hundred dollars.

Ordered,—That the said Resolutions 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 for defraying the Civil Expenditure of the Colony for the year ending 31st Dec., 1876, which was read a first time.

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

Ordered,—That the following Address be presented to his Excellency the Governor.

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 inhabitants of Brigus, upon the subject of a Mooring chain and Buoy at that place, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
7th April, 1876.

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 Mr. KENT, seconded by Mr. McNEILY,

Resolved,—That a Select Committee be appointed to inquire into the petition of Nicholas Stabb and others, in reference to damage done to steamer *Greenland* by the mob in St. John's, prior to her proceeding on the seal fishery, in 1875.

Ordered,—That Mr. Kent, Mr. McNeily, Mr. Winter, Mr. Scott and Mr. Rorke do form the Committee.

The hon. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to bring in an Indemnity Bill. Also, a Bill to provide a retiring allowance for J. C. Nuttall, Esq., Sub-Collector of Brigus.

Mr. SCOTT presented a petition from William Hasey and others, of Freshwater, which was received and read, praying for a grant to complete the road from Freshwater to Penny Well Road.

Then the House adjourned till Monday next, at half-past three of the clock.

MONDAY, 10th APRIL, 1876.

The CHAIRMAN OF THE BOARD OF WORKS, by command of His Excellency the Governor, presented to the House copy of Report of Alexander Murray, Esq., in relation to Harbor Grace Island Light House, accompanied by plan of the Island.

(For which see Appendix.)

Ordered,—That the said document do lie upon the table.

Mr. WATSON presented a petition from Jabez Saint and others, of Bonavista, which was received and read, praying that a mooring chain and Buoy, may be placed at Red Head Cove, Trinity Bay.

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. ROBKE, from Maurice Doyle and others, North Side, Carbonear, and Scanlan's Hill.

By Mr. WATSON, from Robert Driscoll, and others, of Russell's Cove, and from Joseph Read and others, of the same settlement.

By Mr. DEARIN, from John Horwood and others, of New Town, St. John's East.

By Mr. LITTLE, from Thos. Grouchy and others, of Seal Cove.

Mr. DEARIN also presented twenty-five petitions from the Inhabitants of Torbay, five petitions from Pouch Cove, three petitions from Outer Cove, also, from Middle Cove, Flat Rock and Quidi Vidi.

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

He also presented a petition from the Rev. M. J. Clarke and others, of Torbay, which was received and read, praying for a grant to erect a Breakwater at Tapper's Cove.

Ordered,—That the said petition do lie upon the table.

Mr. DEARIN gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, requesting that a Survey and Estimate be immediately made upon the petition of the Inhabitants of Torbay, praying for the erection of a Breakwater in that locality.

Mr. SCOTT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of J. Dalton and others, of St. John's West, for a grant to open up and continue the line of Flower Hill fire break from Lazy Bank to LeMarchant Road.

(A Message from the Legislative Council.)

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

MR. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they have passed the Bill sent up, entitled "An Act to provide for the Inspection of Fish Oils in this Colony," with some amendments, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Legislative Council Chamber,

7th April, 1876.

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 provide for the Inspection of Fish Oils in this Colony," were read a first time, as follows:

In the first section, first line, after the word "and" insert the word "of."

Strike out the tenth section, and insert in place thereof the following:

10th.—Any person who shall intermix, adulterate, or in any way tamper with any cask or package of oil, branded or marked as aforesaid, shall forfeit and pay a penalty not exceeding twenty dollars for every such cask,

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

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

The SPEAKER left the Chair.

Mr. SCOTT 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 come to a certain Resolution thereon, which they had directed him to report to the House; as also to ask leave to sit again, on the further consideration thereof.

The Resolution was read by the Clerk, as follows :

Resolved,—That the said Bill be referred to the Select Committee to whom was referred the Bill to provide for the maintenance of persons under arrest for debt.

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

Pursuant to Order of the Day, the Bill for granting to Her Majesty a sum of money to defray the Civil Expenditure of the Colony for the year ending 31st Dec., 1876, was read a second time.

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

The hon. RECEIVER GENERAL, pursuant to notice, and on leave granted, presented a Bill to indemnify His Excellency the Governor for certain sums of money advanced by him on account of the public service, which was read a first time.

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

He also, on leave granted, presented a Bill to provide a retiring allowance for J. C. Nuttall, Esq., Sub-Collector of Brigus, which was read a first time.

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

The hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill for the more effectual trial of appeals in the Court of General Quarter Sessions of the Peace for the Central District; and for other purposes.

Mr. WATSON gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of Thomas Hyde and others, of Red Head Cove and Bonavista, on the subject of a Mooring Chain and Buoy for the former place.

The hon. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to authorise the raising by loan of a sum of money for the public service of this Colony.

Mr. COLLINS presented a petition from James Doyle and others, of Ship Cove, Placentia Bay, 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 following petitions, praying for grants to open and repair roads, were severally presented, received and read.

By the hon. RECEIVER GENERAL, from Levi Hudson and others, of Adam's Cove; Michael Hogan and others, of Northern Bay, and from Edwin Turner and others, of Lower Island Cove.

By Mr. STEER, from George Shears and others, of Open Hall, and from Joseph Tilly and others, of Shoal Harbor.

By Mr. KENT, from Samuel Goss, Jesse Goss, Patrick Downs and others, and William Goss and others, of Torbay; Nicholas Power and others, of Outer Cove; and from Thomas Roche and others, of Middle Cove.

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

Mr. STEER presented a petition from Abraham Butler and others, of Lead Cove, Trinity Bay South, which was received and read, praying for a grant to complete the Landing Slip there.

Ordered,—That the said petition do lie upon the table.

The CHAIRMAN OF THE BOARD OF WORKS laid on the table of the House Report of Inspector Neville in reference to Cape St. Francis Light House.

(For which, see Appendix.)

The hon. ATTORNEY GENERAL laid on the table of the House documents from Inspector Carty, in reference to the Constabulary.

Then the House adjourned till to-morrow, at half past three of the clock.

TUESDAY, 11th APRIL, 1876.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill for granting to Her Majesty a sum of Money to defray the Civil Expenditure of the Colony, for the year ending, 31st December, 1876.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed to 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 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 on the said Bill.

Pursuant to Order of the Day, the Bill for granting a retiring allowance to J. C. Nuttall, Esq., Sub-collector of Brigus, 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 Amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act to provide for the Inspection of Fish Oils in this Colony," were read a second time.

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

On motion of the CHAIRMAN OF THE BOARD OF WORKS, seconded by the SURVEYOR GENERAL,

Resolved,—That the House do now resolve itself into Committee of the Whole upon Roads and Bridges.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. KELLIGREW 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.

The hon. RECEIVER GENERAL, pursuant to notice, and on leave granted, presented a Bill to authorize the raising by loan a sum of money for the Public service of the Colony, which was read a first time.

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

Ordered,—That the following Addresses be severally presented to his Excellency the Governor :

*To His Excellency SIR STEPHEN JOHN HILL,
C.B., K. C. M. G., 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 Thomas Hyde and others, of Red Head Cove and Bonavista, upon the subject of a Mooring Buoy at Red Head Cove, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
11th April, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 accom-

panying Petition of the Inhabitants of Torbay, upon the subject of a Breakwater at Tapper's Cove, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 11th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 J. Dalton and others, of St. John's, upon the subject of the Flower Hill Fire Break, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 11th, 1876.

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. Executive Council.

The hon. ATTORNEY GENERAL, pursuant to notice and on leave granted, presented a Bill for the more effectual trial of Appeals in the Court of General Quarter Sessions of the Peace, for the Central District, and other purposes, which was read a first time.

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

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

Mr. KENT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of Wm. P. Walsh, of St. John's, Merchant, praying for certain alterations in the line of Water Street.

The hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will move the suspension of the Rules of the House, with regard to Bills now before the House, and other matters.

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

By Mr. DEARIN, from Wm. Shea and others, of Pouch Cove, and from David Roche and others, of Outer Cove.

By Mr. PARSONS, from Samuel Noresworthy and others, of Pouch Cove, Edward Kelly and John Brine and others, of Outer Cove.

By the hon. SOLICITOR GENERAL, from Robert Hiscock and others, of Scilly Cove, Trinity Bay.

By the hon. RECEIVER GENERAL, from John Pascoe and others, of Lower Island Cove.

By Mr. Fenelon, from Samuel Knight and others, of Old Placentia Road.

By the hon. Mr. SHEA, from Robert George and others, of Harbor Grace, South Side.

By the SURVEYOR GENERAL, from Rev. William Kirby and others, of Blackhead Bay and Upper Amherst Cove.

By Mr. KENT, from James Phelan and others, of Torbay, and from Garret Coady and others, of the same settlement.

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

The hon. RECEIVER GENERAL presented a petition from Pierce Hanrahan and others, of Western Bay, which was received and read, praying for the erection of a Breakwater at Tacker's Cove.

Ordered,—That the said petition do lie upon the table.

The SURVEYOR GENERAL presented a petition from Charles Oakley and others, of Fair Islands, 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. SOLICITOR GENERAL presented the following petitions, which were received and read :

From Alex. Brennan and others, of Trinity Bay North ; Francis Ash and others, of Trinity Bay North, praying for increased steam communication, with that District.

Ordered—That the said petitions do lie upon the table.

The hon. SOLICITOR GENERAL presented a petition from Thomas Small and others, of Burgeo and LaPoile, which was received and read, praying for an alteration in the Act relating to the Herring Fishery.

Ordered,—That the said petition do lie upon the table.

The hon. SOLICITOR GENERAL presented petitions from P. J. Sorsoleil and members of the United Fishermen's Society, of Rose Blanche, and from Austin Martin and others, members of the United Fishermen's Society, of Channel, which were severally received and read, praying for the employment of Steam Bait Skiffs in the prosecution of the Fishery.

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

Then the House adjourned till Tuesday next, at half-past three of the clock.

TUESDAY, 18th APRIL, 1876.

On motion of the hon. ATTORNEY GENERAL, pursuant to notice, seconded by the hon. RECEIVER GENERAL,

Resolved,—That the Rules of the House be suspended in reference to all bills now before the House, and other matters to be brought before the House during the session.

Pursuant to Order of the Day, the Bill for granting to Her Majesty a sum of money to defray the Civil Expenditure of the Colony, 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 Civil Expenditure of the Colony, for the year ending 31st December, 1876, and for other purposes."

Ordered,—That the hon. RECEIVER GENERAL, and Mr. BNNNETT 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 to Indemnify His Excellency the Governor, for certain Expenditures made by him on account of the Public Service.

The SPEAKER left the Chair.

Mr. SCOTT took the Chair of the Committee.

And the House having sat till 12 o'clock,

WEDNESDAY, 19th APRIL, 1876,

The SPEAKER resumed the Chair.

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

Ordered,—That the Bill be engrossed, and read a third time this day.

And the said Bill was read a third time accordingly.

Ordered,—That the Bill do pass, and be entitled, "An Act to Indemnify the Governor of Newfoundland for certain sums of Money advanced by him from the Colonial Treasury for the Service of the Colony."

Ordered,—That the hon. RECEIVER GENERAL and Mr. LITTLE 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 for granting a retiring allowance to J. C. Nuttall, Esq., Sub-Collector of Brigus.

The SPEAKER left the Chair.

Mr. SCOTT took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to 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 this day.

And the Bill was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled, “An Act to provide for a pension to John C. Nuttall, Esq., Sub-Collector at Brigus.”

Ordered,—That the hon. RECEIVER GENERAL and Mr. SCOTT 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 Amendments of the Legislative Council upon the Bill to provide for the Inspection of Fish Oils in this Colony.

The SPEAKER left the Chair.

Mr. FENELON 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 agreed to them, with an Amendment, which they had directed him to report to the House, and he handed the Bill and Amendment in at the Clerk's table, where they were read, as follows :

Insert the following, in lieu of the amendment proposed by the Legislative Council,

Any person who shall in any way tamper with any cask or package containing oil, or intermix or adulterate any oil therein, when such cask shall have been branded or marked as aforesaid, or shall take thereout any oil, except for purposes of sampling, shall forfeit and pay a penalty not exceeding twenty dollars for every such cask or package.

Ordered,—That a Message be sent to the Legislative Council, with the following reasons for disagreeing with the Amendments of the Council upon the foregoing Bill :

1st.—The expressions, “intermix” and “adulterate,” reddenda, singular, singulis, would appear to refer to “casks” or “packages.”

2nd.—The amended section, as proposed by the hon. the Legislative Council, would prevent interference with casks or packages of oil for purposes of sampling, which prevention, it is to be presumed, that the Legislature do not contemplate.

Ordered,—That the hon. RECEIVER GENERAL and Mr. SCOTT do take the Message and Amendments, with the Bill, to the Legislative Council, and desire their concurrence.

The hon. RECEIVER GENERAL gave notice that, on to-morrow, he

will ask leave to bring in a Bill to amend the General Water Company Acts.

Then the House adjourned till this day at half-past three of the clock.

The House met pursuant to adjournment.

On motion of Mr. KENT, seconded by Mr. SCOTT,

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

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 William P. Walsh, for an alteration in the line of Water Street, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 19th, 1876.

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.

The hon. RECEIVER GENERAL, pursuant to notice, and on leave granted, presented a Bill to amend the General Water Company Acts, which was read a first time.

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

Pursuant to Order of the Day, the Bill for raising a Loan for the general service of the Colony was read a second time.

Ordered,—That the House do now resolve itself into Committee of the Whole on the said Bill.

And the House resolved itself into Committee of the Whole upon the Bill accordingly.

The SPEAKER left the Chair.

Mr. KENT took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to 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 this day.

And the Bill was read a third time accordingly.

Ordered,—That the Bill do pass, and be entitled, "An Act to raise by loan a sum of money for the use of the Colony."

Ordered,—That the hon. RECEIVER GENERAL and Mr. LITTLE do take the Bill to the Legislative Council, and desire their concurrence.

The 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 amend the law relating to Trespass by Cattle."

Also, the Bill sent up, entitled, "An Act to provide for the recovery, in a summary manner, by persons engaged in the Seal Fishery, of their wages or share of seals," without amendment.

Council Chamber,
19th April, 1876.

EDWARD MORRIS,
President.

MR. SPEAKER,

The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up, entitled: "An Act to amend the Law relating to the Coast Fisheries," without amendment.

Council Chamber,
19th April, 1876.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

Ordered,—That the said Messages 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 Roads and Bridges.

The SPEAKER left the Chair.

Mr. KELLIGBEW 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.

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

By Mr. KENT, from John Rorke and others, of Outer Cove, and fourteen petitions from the Inhabitants of Pouch Cove, Torbay, Middle Cove and Flat Rock.

By Mr. SCOTT, from John Whiteway and others, of Heavy Tree Road, Henry King and others, of Broad Cove, and from Martin Dwyer and others, of Freshwater road.

By Mr. GODDEN, from Joseph Lester and others, of Bay Roberts, for road to Wesleyan Church.

By the SURVEYOR GENERAL, from James Bindon and others, of Salvage.

By Mr. FENELON, from Frederick Squires and others, of Broad Cove, and from Henry Chaffe and others, of Petty Harbor.

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

The hon. ATTORNEY GENERAL presented a petition from Henry Benstead and others, of Fortune Bay, which was received and read, praying for an alteration of the Law relating to Bait.

Ordered,—That the said petition do lie upon the table.

Mr. FENELON presented a petition from Robert H. Prowse and others, of St. John's West, which was received and read, praying for the erection of a hydrant in the neighbourhood of Carter's and Limekiln Hills.

Ordered,—That the said petition do lie upon the table.

Mr. FENELON gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the foregoing petition of R. H. Prowse and others.

Mr. BENNETT presented a petition from James E. Noonan, Esq., Landing and Tide Surveyor of H. M. Customs, St. John's, which was received and read, praying for an increase of salary, and payment of arrears due him.

Ordered,—That the said petition do lie upon the table.

Mr. McNEILY presented a petition from John Clark, Bailiff, of St. John's, which was received and read, praying for a retiring allowance, in consideration of his long services.

Ordered,—That the said petition do lie upon the table.

Mr. McNEILY gave notice that, on to-morrow, he will move an address to his Excellency the Governor, on the foregoing petition of John Clark.

The hon. RECEIVER GENERAL presented a petition from Thomas Fahey and others, of Northern Bay, which was received and read, praying for a grant to repair roads in that locality.

Ordered—That the said petitions do lie upon the table.

Mr. TESSIER presented a petition from the Rev. Moses Harvey and others, Ministers and office bearers of the Presbyterian and Congregational Churches, of St. John's, which was received and read, setting forth:—

That your petitioners have learned with much regret that a Bill has been introduced into your Honorable House, the effect of which, should it become law, will be to withdraw the grant from the General Protestant Academy, and extinguish one of the oldest educational institutions of the Colony.

That the General Protestant Academy has been in operation for more than a quarter of a century; and though having an annual grant of only £150, it compares favorably in the number of pupils trained and the character of the education imparted during that period, with any other Academy in St. John's, many of its pupils now occupying prominent positions at the bar, in the Legislature, and the various mercantile establishments; while some have distinguished themselves in other countries.

That at the time when the Wesleyan Academy was endowed with an annual grant of £200, the grants to the Roman Catholic and Church of England Academies were doubled, being raised to £600 per annum, and £400 respectively, as a settlement of the claims of the various religious bodies in regard to the Academic grant, no increase being made at that time or since to the grant of the General Protestant Academy; and that your petitioners regard such settlement as a solemn guarantee of the Legislature for the continued support of the General Protestant Academy, and consider that the Religious bodies who have profited so largely by such settlement have no right now to claim any portion of the sum then devoted to the support of the General Protestant Academy.

That in addition to viewing it in the light of a vested right, thus secured by mutual agreement, on the part of the religious bodies, and guaranteed by an Act of the Legislature, your petitioners would regard any measure calculated to deprive them of the means of procuring a higher education for their children as harsh and oppressive, and an unjust interference with the rights of a minority.

That should the General Protestant Academy be closed, by an Act of the Legislature, on the simple principle of justice, the Principal, who has laboured in connection with it for 25 years, must be compensated for loss of office, and as any less sum than the present grant to the Academy would be utterly insufficient as compensation, no saving to the country would be effected, and unless the Principal's life annuity were made chargeable on the funds of the Colony, the other Academies could gain nothing in the meantime by such a measure.

That the Bill in question has been introduced at the close of the Legislative Session, without any notice having been given that such a measure was contemplated, or due opportunity being given to your petitioners to oppose it, or to prepare for the serious change which it is calculated to effect.

That your petitioners have reason to believe that the chief object of the measure referred to is to divide the grant of the General Protestant Academy between two other Academies, both of which are amply provided for already by Legislative grants.

That for these weighty reasons your petitioners trust your Honorable House will so amend the Bill referred to, that the grant to the General Protestant Academy may be preserved intact.

And your Petitioners will ever pray.

Ordered,—That the said petition do lie upon the table.

Mr. FENELON gave notice that, on to-morrow, he will move an address to his Excellency the Governor on the petition of Jacob Bishop and others, of Petty Harbor.

The SURVEYOR GENERAL presented the following petitions, which were severally received and read :

From F. W. Oakley and others, of Greenspond, for a Landing Place at Puffin Island.

From Jesse Jeans, Packet Man between Trinity and King's Cove, for increase of salary.

From H. Downey and others, of Greenspoud, for a grant to sink a well there.

From James Parsons and others, of Pinchard's Island and Inner Tickles, for a grant to enable them to open a channel between those places.

From George Anderson, Ferryman, Cape Freels, for increase of salary.

From J. C. Downey and others, of Ship's and Newel's Islands, for a grant to enable them to connect these settlements by a causeway or breakwater.

From Patrick Blackmore and others, of Inner Pinchard's Island, for a grant to open the channel there, for the safety of their fishing craft.

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

Then the House adjourned till to-morrow, at half-past three of the clock.

THURSDAY, 20th APRIL, 1876.

The hon. Mr. SHEA presented the following petitions, which were severally received and read.

From Luke Fallon, Chief Constable of Harbor Grace, praying for an increase of salary.

From G. W. Hierlihy, Preventive Officer, of Bay Roberts, praying for an increase of salary.

From John Munn and others, of Harbor Grace, praying for the erection of a Gas Lamp at the junction of Carbonear Road, and Water Street.

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

The hon. Mr. SHEA gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the foregoing petitions of Luke Fallon, G. W. Hierlihy, and John Munn, of Harbor Grace.

The SURVEYOR GENERAL, presented a petition from Samuel Roussell, Teacher, of Bonavista, which was received and read, praying that a pension may be granted him, in consideration of long services.

Ordered,—That the said petition do lie upon the table.

The hon. RECEIVER GENERAL presented a petition from John Cummins and others, of Lower Island Cove, which was received and read, praying for a grant to enable them to place a mooring Buoy and chain there.

Ordered,—That the said petition do lie upon the table.

Mr. RAFTUS presented a petition from John J. Winser and others, of the District of Ferryland, which was received and read, praying that a Salary may be granted to the Inspector of Weights and Measures there.

Ordered,—That the said petition do lie upon the table.

The hon. RECEIVER GENERAL presented a petition from Frederick Cox and others, of Channel and harbors adjacent, which was received and read, praying for an amendment of the Law relating to the time appointed for taking herring for bait.

Ordered,—That the said petition do lie upon the table.

Mr. WINTER presented a petition from William Kindal and others, of Grand Beach, Fortune Bay, which was received and read, praying for an increase of salary to the Ferryman there.

Ordered,—That the said petition do lie upon the table.

Mr. DEARIN presented twenty-six petitions from the inhabitants of

Pouch Cove, Torbay, Middle Cove, and other settlements, St. John's East, which were severally received and read, praying for grants to open and repair Roads in those localities.

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

Mr. RAFTUS gave notice that, on to-morrow, he will move an Address to his Excellency the Governor, touching the petition of the inhabitants of Ferryland, praying that Marmaduke Clow, the Assayer of Weights and Measures there, receive a salary for his services.

Mr. BENNETT gave notice that, on to-morrow, he will move an address to his Excellency the Governor, on the petition of James L. Noonan, Esq., Landing and Tide Surveyor of H. M. Customs.

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. KELLIGREW 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 Ninety One Thousand Eight Hundred and Fifty-five Dollars and Thirty Cents, for making and repairing Roads, Streets and Bridges in this Colony as follows :—

On the road from St. John's to Portugal Cove, three hundred and seventy-five dollars.

On the road from St. John's to Cape St. Francis, five hundred and twenty-five dollars.

On the road from St. John's to Cape Spear, three hundred dollars.

On the road from St. John's to Brigus, North, seven hundred and fifty dollars.

On the road from Brigus to Carbonear, seven hundred and fifty dollars.

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- On the road from Carbonear to New Perlican, nine hundred dollars.
- On the road from New Harbor to Spaniard's Bay, four hundred and seventy-two dollars and fifty cents.
- On the road from Carbonear to Bay-de-Verds, nine hundred and thirty-seven dollars and fifty cents.
- On the road from Bay-de-Verds to Red Bay, seventy-five dollars.
- On the road from Salmon Cove Bridge to Heart's Content road, three hundred dollars.
- On the road from New Perlican to Grate's Cove, eight hundred and twenty-five dollars.
- On the road from New Harbor to Heart's Content, four hundred and fifty dollars.
- On the road from Dildo to Chance Cove, three hundred dollars.
- On the road from New Harbor to South Dildo, seventy-five dollars.
- On the road from Old Perlican to Island Cove, three hundred dollars.
- On the road from Grate's Cove to Bay-de-Verds, one hundred and fifty dollars.
- On the road from Old Perlican to Bay-de-Verds, one hundred and fifty dollars.
- On the road from Trinity to Bonavista, eight hundred and ten dollars.
- On the road from Trinity to King's Cove, seven hundred and fifty dollars.
- On the road from Trinity to Plate Cove or Indian Arm, two hundred and twenty-five dollars.
- On the road from Catalina to Bird Island Cove, two hundred and twenty-five dollars.
- On the road from Trinity to British Harbor, four hundred and fifty dollars.
- On the road from King's Cove to Tickle Cove, one hundred and fifty dollars.

On the road from Upper Amherst Cove to Catalina, two hundred and twenty-five dollars.

On the road from Greenspond to Cape Freels, five hundred and twenty-five dollars.

On the road from Brooklands to Indian Arm, nine hundred dollars.

On the road from Salvage to Happy Adventure, three hundred and seventy-five dollars.

On the road from Seldom-come-by to Fogo, two hundred and forty-five dollars and twenty-five cents.

On the road from Tizzard's Harbor to Morton's Harbor, one hundred and fifty dollars.

On the road from Cat Harbor to Ragged Harbor, one hundred and fifty dollars.

On the road from Morton's Harbor to Western Head, one hundred and twelve dollars and fifty cents.

On the road from Black Island Tickle to Kym Cove, seventy-five dollars.

On the road from Western Head to New Bay Head, thirty dollars.

On the road from Cape Freels to Gander Bay, three hundred and twenty-four dollars and seventy-five cents.

On the road from New Bay Head to Fortune, seventy-five dollars.

On the road from Shoal Bay to Fogo, seventy-five dollars.

On the road from Tilton Harbor to Fogo, one hundred and twenty dollars.

On the road from Hare Bay to Fogo, seventy-five dollars.

On the road from Round Harbor to Tilt Cove, seventy-five dollars.

On the road from Jackson's Arm to King's Cove, one hundred and fifty dollars.

On the road from North West Arm to Rodger's Harbor, fifty dollars.

On the road from Ryan's Harbor to Bett's Cove, eighty-seven dollars and fifty cents.

On the road from Exploits to Sargent's Cove, one hundred and twelve dollars and fifty cents.

On the road from Round Harbor to Snook's Arm, seventy-five dollars.

On the road from Bett's Cove to Snook's Arm, fifty dollars.

On the road from Twillingate to Bluff Head, Gillard's Cove and Kettle Cove, one hundred and twelve dollars and fifty cents.

On the road from Twillingate to Long Point, thirty-seven dollars and fifty cents.

On the road from Jackson's Arm to Western Arm, seventy-five dollars.

On the road from Big Wild Cove, to meet the road leading from Little Harbor to Twillingate, seventy-five dollars.

On the road from Lush's Bight to Ward's Harbor, thirty-seven dollars and fifty cents.

On the road from Southern Harbor, Little Bay Island, to Sulian Cove, thirty-seven dollars and fifty cents.

On the road from Jenkins's Cove to French Beach, seventy-five dollars.

On the road from Jackson's Cove to Birchy Cove, thirty-seven dollars and fifty cents.

On the road from Holyrood to Witless Bay, four hundred and eighty-seven dollars and fifty cents.

On Postal road, Harbor Grace, nine hundred dollars.

On the road from Brigus to Nine Island Pond, one hundred and twelve dollars and fifty cents.

On the road from Hall's Town to Snow's Pond, two hundred and sixty-two dollars and fifty cents.

On the road from Gould's to Renew's, nine hundred dollars.

On the road from Renew's to Portugal Cove, via Seal Cove and Chance Cove, seven hundred and fifty dollars.

On the road from Holyrood to Placentia, seven hundred and fifty dollars.

On the road from Placentia to Little Placentia and Fox Harbor, three hundred and seventy-five dollars.

On the road from Placentia to Cape Shore, seven hundred and fifty dollars.

On the road from Branch to Distress, four hundred and eighty-seven dollars and fifty cents.

On the roads on Western Shore, Placentia Bay, two hundred and twenty-five dollars.

On the road from Beau Harbor to Bay L'Argent, seven hundred and fifty dollars.

On the road from St. Shott's to Cape Pine, three hundred and seventy-five dollars.

On the road from Holyrood to St. Mary's, one hundred and fifty dollars.

On the road from Salmonier to St. Mary's, three hundred dollars.

On the road from Burin to Grand Bank, one thousand six hundred and fifty dollars.

On the road from Burin to Garnish, three hundred and sixty-seven dollars and fifty cents.

On the Road from Grand Bank to Garnish, one hundred and fifty dollars.

On the road from Harbor Breton to Gaultois, one hundred and fifty dollars.

On the road from Harbor Breton to Bellorem, four hundred and fifty dollars.

On the road from the head of St. John's Bay to Wreck Cove, three hundred dollars.

On the road from Harbor Breton to Connaigre, seventy-five dollars.

On the road from Connaigre to Gaultois, seventy-five dollars.

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- On the road from Bellorem to St. Jacques, seventy-five dollars.
- On the road from Millar's Passage to Little Bay, two hundred and twenty-five dollars.
- On the road from Hermitage Cove to Pass Island, three hundred dollars.
- On roads at Upper and Lower Burgeo, one hundred and fifty dollars.
- On roads at Burgeo and LaPoile, five hundred and twenty-five dollars.
- On the road from LaPoile to Plant, one hundred and fifty dollars.
- On the road from Rose Blanche to Channel, four hundred and fifty dollars.
- On the road from Harbor LeCou to Rose Blanche, one hundred and fifty dollars.
- On the Northern Mail Route, one thousand five hundred dollars.
- On the road from Bennett's Mill to the Gould's, three hundred and seventy-five dollars.
- On the road from Bonavista to Bird Island Cove, seventy-five dollars.
- On the road from King's Cove to Plate Cove, one hundred and fifty dollars.
- On the road from Greenspond to Centre, one hundred and fifty dollars.
- On the road from Knight's Cove to Amherst Cove, one hundred and fifty dollars.
- On the road from Heart's Ease to Butter Cove, forty-five dollars.
- On the road from Southside of St. John's, four hundred and fifty dollars.
- On the road from Torbay to Bauline, one hundred and eighty-seven dollars and fifty cents.
- On the road from Pouch Cove to Portugal Cove, *via* Bauline, two hundred and twenty-five dollars.
- On the LeMarchant road, three hundred dollars.

On the Old Placentia road to Topsail road, one hundred and fifty dollars.

On the road from Manuel's to Price's, Topsail road, seventy-five dollars.

On the road through Cat's Cove, Collier's and Bacon Cove, one hundred and twelve dollars and fifty cents.

On the road through Salmon Cove, Gaster's, seventy-five dollars.

On the road from Holyrood to Seal Cove, seventy-five dollars.

LOCAL ROAD APPROPRIATIONS, 1876.

St. John's, East, seven thousand one hundred and twenty-four dollars and forty cents.

St. John's, West, five thousand one hundred and five dollars and twenty cents.

Harbor Main, two thousand, eight hundred and sixty-nine dollars and sixty cents.

Port-de-Grave, three thousand one hundred and sixty-seven dollars and sixty cents.

Harbor Grace, five thousand two hundred and twenty-two dollars.

Carbonear, two thousand one hundred and ninety-five dollars and twenty cents.

Bay-de-Verds, two thousand nine hundred and seventy-three dollars and sixty cents.

Trinity, six thousand two hundred and seventy dollars and eighty cents.

Bonavista, five thousand two hundred and three dollars and twenty cents.

Twillingate and Fogo, six thousand and eighty-five dollars and twenty cents.

Ferryland, two thousand five hundred and sixty-seven dollars and sixty cents.

Placentia and St. Mary's, three thousand nine hundred and forty-two dollars and eighty cents.

Burin, three thousand and seventy-one dollars and twenty cents.

Fortune Bay, two thousand three hundred and fifteen dollars and twenty cents.

Burgeo and LaPoile, two thousand and thirty-nine dollars and twenty cents.

Ordered,—That the said Resolutions be adopted.

The CHAIRMAN OF THE BOARD OF WORKS, in accordance with the Resolutions reported from Committee of the Whole on Roads and Bridges, and on leave granted, 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 and second time.

Ordered,—That the House do now resolve itself into a Committee of the Whole on the said Bill.

The SPEAKER left the Chair.

Mr. KELLIGREW 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 SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Jacob Bishop and others, of Petty Harbor, upon

the subject of the appointment of a Constable, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 20th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 R. H. Prowse and others, of St. John's, upon the subject of a Tank, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 20th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Clark, of St. John's, upon the subject of a Pension, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 20th, 1876.

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. Executive Council.

(A Message from the Legislative Council.)

The 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, entitled, "An Act to Indemnify the Governor of Newfoundland, for certain sums of money advanced by him from the Colonial Treasury for the service of the Colony," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
20th April, 1876.

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-six, and for other purposes," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
20th April, 1876.

MR. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they have passed the Bill sent up, entitled, "An Act to provide for a Pension to John C. Nutall, late Sub-Collector at Brigus," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
20th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Messages do lie upon the table.

Pursuant to Order of the Day, the Bill for the more effectual trial

of appeals in Courts of General Quarter Sessions, was read a second time.

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

Then the House adjourned till to-morrow, at half-past three of the clock.

FRIDAY, 21st APRIL, 1876.

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

By Mr. NOWLAN from John Curran and others, of Colliers and adjacent settlements, Philip Mahon and others, of North Pond, Holyrood, and from Wm. English and others of Turk's Gut and English Cove.

By the SURVEYOR GENERAL, from M. D. Stairs and others, of Musgrave Town and Brooklyn; and from W. B. Leecomb and others of Musgrave town and Cannon's Cove.

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

Ordered,—That the following Addresses be severally presented to His Excellency the Governor.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C., M. G., 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 Luke Fallon, of Harbor Grace, for increase of salary, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
21st April, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 John Munn and others, of Harbor Grace, for an increase in the number of Public Gas Lamps in that town, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
21st April, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 G. W. Hierlihy, Preventive Officer of Customs, Bay Roberts, for increase of salary, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 21st, 1876.

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Marmaduke Clow, Inspector of Weights and Measures at Ferryland, for a Salary, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 21st, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 James L. Noonan, of the St. John's Custom House, for increase of Salary, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 21st, 1876.

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. Executive Council.

(A Message from the Legislative Council.)

The 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 authorize the raising by loan of a sum of money for the public service of the Colony," without amendment.

EDWARD MORRIS,
President.

Council Chamber,
20th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said message 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. KELLIGREW 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 this day.

The order of the day for the second reading of the Bill to amend the General Water Company Act, being read.

Ordered,—That the said Bill be referred to a Select Committee, composed of the hon. Receiver General, Mr. McNeily, Mr. Kelligrew, Mr. Little, Mr. Fenelon, the Solicitor General, and Mr. Dearin.

The hon. ATTORNEY GENERAL, from the Select Committees to whom were referred severally, the Bill to amend the Criminal Law, and the Bill to amend the law relating to the property of Married Women, presented the report, which he handed in at the Clerk's table, where it was read, as follows :

COMMITTEE ROOM,
House of Assembly,
22nd April, 1876.

The Select Committee to whom were referred the Bill, "To amend the Criminal Law," and also the Bill "To amend the Law relating to the property of Married Women," beg to report that they have considered the matters to them referred, and present the Bills in an amended form.

All of which is respectfully submitted.

J. J. LITTLE,
for Married Women's Bill.
A. J. W. McNEILY,
F. B. T. CARTER,
J. S. WINTER.

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, upon the Bill for the more effectual Trial of Appeals in Courts of Quarter Sessions.

The SPEAKER left the Chair.

Mr. BOWRING 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 therefore.

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

Mr. GODDEN gave notice that, on to-morrow, he will ask leave to bring in a Bill for the amendment of the Act, 36 Vic., Cap. 8, entitled, "An Act to regulate the prosecution of the Seal Fishery."

Mr. SCOTT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works whether any change has been made in the Servants or Superintendents of any department of the Poor House; and whether Mr. Thomas Condon or any other person has been appointed as storekeeper, or to any other position in the Poor House, and if so, whether any, and if any, what salary or reward attaches to such storekeepership, office, or position.

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

SATURDAY, 22nd APRIL, 1876.

Mr. McNIELY gave notice, that on to-morrow, he will move for the appointment of a Select Committee, on the subject of the representation of this Colony at the International Exhibition, at the Centennial Celebration at Philadelphia, during the present year.

Ordered,—That a Message be sent to the Legislative Council, requesting that they will please to furnish the House with the amount of their Contingent Expenses, for the present session.

Ordered,—That Mr. McNEILY and Mr. LITTLE do take the Message to the Legislative Council.

Mr. McNIELY, from the Select Committee to whom was referred the claim of the owners of the steamship *Greenland*, for damages sustained by said steam-ship during a riot in St. John's, in 1875, presented the report which he handed in at the Clerk's table, where it was read, as follows :

COMMITTEE ROOM,
House of Assembly,
April 21st, 1878.

The Select Committee appointed to consider the claim of the proprietors of the steamship *Greenland*, for damages sustained by said steamship during a riot in March, 1875, beg to report that they have considered the claim, and that they have taken the evidence hereto annexed. That they find the amount of damage so sustained to be the sum of One Thousand and Sixty Dollars and Seventy-three Cents; which amount should be paid to the proprietors of said steamer.

The Committee see no means of providing for payment of this amount, except by laying the same upon the Road grant of the Districts of St. John's East and West.

A. J. W. McNELLY,
JOHN ROBKE,
J. S. WINTER.

(For evidence accompanying, see Appendix.)

Ordered,—That the said Report do lie upon the table.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole, upon the Bill to amend the Criminal Law, as reported from the Select Committee.

The SPEAKER left the Chair.

Mr. RABBITS took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to the Bill to them referred, 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 this day.

And the Bill was read a third time accordingly.

Ordered,—That the Bill do pass, and be entitled, “An Act to amend the Criminal Law.”

Ordered—That the hon. ATTORNEY GENERAL and Mr. LITTLE, 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 the Bill to amend the Law relating to Married Women.

The SPEAKER left the Chair.

Mr. KENT took the Chair of the Committee.

The SPEAKER resumed the Chair.

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

Ordered,—That the Bill be engrossed, and read a third time this day.

And the Bill was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled, “An Act to amend the Law relating to the Property of Married Women.”

Ordered,—That the hon. ATTORNEY GENERAL and Mr. KENT do take the Bill to the Legislative Council, and desire their concurrence.

(A Message from the Legislative Council.)

The 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 Amendments made by the Assembly on the Council's Amendments in and upon the Bill sent up, entitled “An Act to provide for the Inspection of Fish Oils in this Colony,” without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
22nd April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Message do lie upon the table.

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. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to 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 this day.

And the Bill was read a third time, accordingly.

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 and other public works within this Colony."

Ordered,—That the CHAIRMAN OF THE BOARD OF WORKS, and Mr. LITTLE, do take the Bill to the Legislative Council, and desire their concurrence.

Mr. CONROY presented a petition from the Rev. M. A. Clancey and others, of Shore's Cove and Cape Broyle, which was received and read, praying for a grant to open and repair roads in that locality.

Ordered,—That the said petition do lie upon the table.

Mr. CONROY gave notice that, on to-morrow, he will move an address to His Excellency the Governor, for copies of Ex-Commissioner Robinson's letter to the Secretary of State for the Colonies, the reply, and all correspondence thereon.

Also to ask the Surveyor General for copy of his instructions to Mr. W. T. Salter, prior to his Agricultural mission, upon the authority of which instructions Mr. Salter's valuable report was made; also, what remuneration Mr. Salter received, and out of what funds.

Also, that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of Thomas Carew and others, of Cape

Broyle, on the subject of a road from Shore's Cove to the main road.

Also, that on to-morrow, he would ask the Premier for a return of Special Voyages and services for which payments were made, in 1875, on account of Atlantic and Intercolonial Steam.

The SURVEYOR GENERAL, from the Select Committee on Coastal Steam, presented the Report, which he handed in at the Clerk's table, when it was read, as follows:

COMMITTEE ROOM,
House of Assembly,
April 22nd, 1876.

The Select Committee appointed to inquire into, and report upon the Coastal Steam Service of the Colony, beg to submit the following report as to the improvements upon the present system which they consider necessary, and which may be provided for upon the expiry of the present contract, in May, 1877.

The most important defects in the present system, and the boats now employed are,—

Inadequate rate of speed.

Insufficient accommodation for passengers, and defective provision for their comfort and for attendance upon them.

Insufficient carrying capacity for freight. This has frequently been the cause of great inconvenience and disappointment to the public; the boats being often obliged to leave behind in St. John's large quantities of freight, sometimes amounting to more than that taken on board, and this at a season of the year when the services of the steamers for the purposes of freight are most urgently required.

There are other and minor matters requiring attention, to which reference is made hereafter.

To put the service upon a footing satisfactory to the public, and equal to the largely increased, and still increasing demands upon it, the following conditions are considered by the Committee to be indispensable in a future contract:—

The size of the boats should be not less than 250 tons nett; and it would be desirable to increase the figure to 300 tons.

The boats to be built of wood.

The rate of speed ought to be warranted at full ten knots an hour.

Accommodation must be provided for not less than forty cabin and thirty steerage passengers.

The draught of water ought not to exceed thirteen feet when loaded.

As to the mode of performing the service, there are various matters requiring amendment, and the following, among others, are stipulations that ought to be insisted upon, viz:—

1.—Better provision for attention to the wants and comfort of passengers, particularly females who are sea-sick. A separate cabin ought to be provided for females, and a stewardess to attend upon them. The common cabin should also be provided with better attendance by stewards.

2.—The steerage ought to be furnished with berths of sufficient size, say 6 feet 3 in., by 2 feet, with a space of 2 feet between decks, and the berths supplied at least with a mattress to each.

3.—Provision should be made for the landing and embarking of passengers at ports where the steamer does not go to a wharf. This should be done by providing a commodious boat to go on shore to land passengers, if any, and to remain a certain time before returning to the steamer, and notice of the place of landing and time of remaining on shore should be given.

4.—If the steamer should be prevented by ice or bad weather from going into any port, the passengers ought to be landed at the nearest accessible port.

5.—A gun ought always to be fired from the ship upon arrival at each port, within a half a mile of the place of mooring.

6.—The steamer should be well provided with boats, sufficiently to meet the requirements of an examination before the Board of Trade.

7.—Wherever practicable, the steamer should be required to go alongside a wharf. In any port where there is no Government or public wharf, a wharf should be hired or rented by the contractor, which may be done in most of the Outports, at a small figure, and the extra outlay taken into account in the subsidy.

8.—The detention at each port should not be less than two hours, except where manifestly unnecessary.

9.—There should be provided at St. John's a suitable and defined place at which passengers and freight may be landed and embarked, and that such depot shall be subject to the approval of the Government.

 ROUTE.

If the present system of two boats, one north and one west, be continued, the increased rate of speed recommended would admit of some extension of the present routes, and the Committee would recommend the following arrangements, viz.:

WESTERN ROUTE—PORTS OF CALL.

Ferryland and Renewa, alternately.

Trepassey.

St. Mary's and Placentia, alternately.

Burin.

St. Lawrence and Lamaline, alternately.

St. Pierre.

Grand Bank and Fortune, alternately.

Harbor Briton.

Burgeo.

LaPoile (Little Bay).

Rose Blanche.

Port-au-Basque.

To these may be added St. George's Bay, and the Committee recommend an alternate trip to Sydney and Bay of Islands. The advantages of the latter additions to the present route are obvious.

NORTHERN ROUTE.

The Northern Route may be extended so as to embrace a considerable portion of the service now being performed by the Labrador steamer in summer.

The Ports of call on the Northern route should be—

Bay-de-Verds and Old Perlican, alternately.

Trinity.

Catalina.

Bonavista and (if required) King's Cove, alternately.

Greenspond.

Fogo.

Toulinguet.

Tilt Cove.

Nipper's Harbor.

Exploits and Little Bay Islands, alternately.

Thence to Battle Harbor, from which up the Straits to Red Bay, Lance-a-Loup, Forteau, Blanc Sablon and Salmon River. Returning by the same routes to Battle Harbor and St. John's.

The advantages of this arrangement are self-apparent. It would effect a connection with the Labrador steamer at Battle Harbor, and by relieving that boat of the portion of the service from Battle Harbor to the Straits of Belle Isle, would enable her to accomplish more work and more satisfactorily on the Northern part of the Labrador coast.

The Committee consider that the services of the Northern steamer might and ought to be extended to the 15th or 20th January. If not able to get as far as Toulinguet, an additional trip as far even as Greenspond would be of great value.

In lieu of the present system, extended as above recommended, an alternative proposal has been under consideration by the Committee; and they deem it worthy of the best consideration of the Government. It is that the boats, upon each trip, should make the entire circuit of the island, calling at the ports above named on the Newfoundland coast, for the northern and western routes, and in addition, at Bonne Bay, Salmon River, Blanc Sablon, Forteau, Lance-a-Loup, St. Barbes, Red Bay and Battle Harbor.

The carrying out of this scheme would combine with the advantages already pointed out, of connection with Labrador, those of regular communication with the Western coast of the island. The opinion is strongly entertained, by some at least, that the valuable results flowing from a regular system of steam communication thus opened with the western coast, in developing a trade which is now increasing in importance, although hitherto enjoyed chiefly by Nova Scotians and

other strangers, would more than compensate the Colony for the additional delay.

The scheme would involve the necessity for the employment of three, instead of two steamers, as each boat would require three weeks to complete the trip, and allow sufficient time for lying up. The boats would therefore leave St. John's, one every week, going north and west, alternately.

The additional cost of a third boat would, of course, be reduced by the amount now paid for the steamer employed between Channel and Bonne Bay in the fall.

In the event of our Government establishing the collection of revenue upon that part of the coast, the assistance which would be afforded by the proposed steamer, in carrying out that revenue service, and the protection thus afforded to legitimate trade, might fairly be regarded as an important item to the credit of the apparent additional cost of the third steamer.

The only difficulty in the way of the adoption of this desirable scheme appears to be that of expense, and the Committee therefore recommend its being carried into effect if the circumstances of the Colony will permit.

The Committee would recommend the continuance of the stipulations that the rates for passage and freight should be subject to the approval of the Government, and that the contractor should not assign the contract without the consent of the Government.

The Committee would recommend the insertion of a clause to provide against the dangers incurred by the carrying of dynamite and other explosive compounds.

The contract should be for not less than five years, in order to offer sufficient inducement for the building of suitable boats.

It would be desirable to advertize for tenders without delay, in order to afford sufficient time for the building of boats, if necessary, for the service.

In the event of the contractors requiring to build new boats, the Committee would suggest the appointment of some competent person acquainted with the requirements of the service, to confer with the builders in the course of the progress of the work, and give them such information and offer such suggestions as may appear necessary, and obviate future dissatisfaction.

In addition to the Coastal Service, the Committee have had under

consideration the question of providing small steamers to ply in the Bays instead of the present system of sailing packets, land carriers, &c. The Committee consider the matter to be one of most urgent importance and calling loudly for some action. In some of the Bays, and particularly Placentia and Trinity, the inconveniences and hardships entailed by the present miserable system of mail communication, and the want of means of conveying passengers and freight, are such as ought not to be permitted to continue; and there could be no more beneficial expenditure than that of the comparatively small amount which would be required to supply a small steamer for each of the principal Bays, to connect with the Coastal Steamer. The matter has already engaged the careful attention of the Postmaster General, and he recommends most strongly the adoption of the plan now proposed. After taking into account the amounts now expended upon sailing packets and land carriers, which would be superseded, and with the assistance of contributions from other votes to the districts interested, the amount required from the Government would be but trifling, and would be far more than compensated by the advantages conferred upon the people and the trade.

From evidence given before the Committee, it appears that, roughly estimated, a sum of about \$1600 a year from the general revenue, with the amounts derived from the other sources referred to, would be sufficient to provide suitable steamers for the required service for Placentia and Trinity Bays.

Your Committee would respectfully and urgently press these facts upon the notice of the Government for their favourable consideration, in the hope that so desirable a project may be carried into effect.

Respectfully submitted,

JOHN H. WARREN,
Chairman,
J. S. WINTER,
CHARLES BOWRING,
J. H. WATSON,
LEWIS TESSIER,
M. E. DWYER,
CHARLES DUDER,
JAMES COLLINS.

Ordered,—That the said report do lie on the table.

The hon. SOLICITOR GENERAL presented the following petition from the Rev. Thomas M. Wood, and others, Members of the Church of England, which was received and read, setting forth:

That since the Government Grant for Academies was divided between the Roman Catholics and Protestants, in 1858, the Directors of the Church of England Academy have not received the amount to which they have been entitled, in proportion to the grant to the Roman Catholics.

That this is a grievance of which they have complained, without redress having been afforded.

That your petitioners have been informed that efforts are being made to perpetuate the wrong, and it is alleged that what is termed the General Protestant Academy is a school in which your petitioners are interested. But your petitioners would draw the attention of your Honorable House to the fact that the Board of Education for the latter Academy is composed of two members of the Established Kirk, two members of the Free Kirk, and two Congregationalists, and that your petitioners have no power whatever as regards it.

Your petitioners simply solicit that, as the Roman Catholics have had accorded to them, and have enjoyed since 1858, their share of the grant for Academic education, your petitioners may have the same justice meted out to them, in accordance with the principle of subdivision now affirmed by Legislative enactment.

THOS. M. WOOD,

Ecclesiastical Commissary.

GEORGE M. JOHNSON,

JOSEPH F. PHELPS,

A. C. F. WOOD,

G. T. RENDELL,

R. J. PINSENT,

Executive Committee, Diocesan Synod.

C. J. MACHIN,

AMBROSE HEYGATE.

THOS. CLIFT,

RICHARD HARVEY,

HENRY COOKE,

Church Wardens,

And about 50 others.

Ordered,—That the said petition do lie upon the table.

Then the House adjourned till Monday next at half past three of the clock.

MONDAY, 24th APRIL, 1876.

Mr. WATSON presented a petition from Charles Newhook and others, of Green's Harbor and adjacent settlements, praying for a grant to enable W. C. Brace of that locality to purchase medicines.

Ordered,—That the said petition do lie upon the table.

Mr. DEARIN, from the Select Committee appointed to inquire into the proposed Railway to Harbor Grace, presented the Report, which he handed in at the Clerk's table, where it was read as follows :

We beg respectfully to lay before the Legislature the Report of the Select Committee appointed by your Honorable House to consider the feasibility of constructing a Railroad around the head of Conception Bay, and in doing so have selected the opinion of persons, who, from their knowledge of railway matters, are well qualified to speak intelligently on the subject.

As you are already aware of the importance of the proposed measure, it is, of course, unnecessary for your Committee here to enlarge upon the advantages that are sure to result; but in order that the subject be placed before you in a practical and business-like way, we shall adduce evidence to prove the feasibility of constructing the line, and the probability of its being amply remunerative to warrant the Government in passing a Bill guaranteeing interest upon the amount necessary for construction.

The recent disasters in the vicinity of Cape St. Francis and the blockaded condition of our coast by ice at the present time, argue strongly in favour of a line of railway to Conception Bay for the purpose of affording the people of both sections of the country better, quicker, and cheaper facilities for travelling and for the transportation of freight.

In order that the Government may be enabled to understand more fully the details, we lay before them a statement of the distances from point to point, leaving the difficulties to be encountered on the line to be determined by a survey, the cost of which will not, in all probability, exceed the sum of Twenty-five Pounds currency.

The distances, taken in sections, each sectional part to constitute a Way Station, are as follows :—

From St. John's to Topsail.....	12 Miles.
“ Topsail to Kelligrews.....	6 “
“ Kelligrews to Holyrood.....	10 “
“ Holyrood to Harbor Main.....	6 “

From Harbor Main to Brigus.....	12 Miles.
“ Brigus to Bay Roberts.....	6 “
“ Bay Roberts to Spaniard's Bay.....	3 “
“ Spaniard's Bay to Harbor Grace.....	9 “
“ Harbor Grace to Carbonear.....	3 “
	<u>67 Miles.</u>

It will thus appear that the entire distance is 67 miles. From information of very reliable sources it would appear best to obviate all tunnelling difficulties, and rather make the route circuitous. This course would be preferable for various reasons, but principally because the trouble and expense of cutting through hills would be obviated, it being much easier to run around than to cut through them. A distance of a few miles is not material in the present instance, as we are neither pressed for time nor have we a competing line to contend with.

While it is a fact that in some countries the question of adopting a broad or narrow guage may have some significance, with us it is not a matter of very great importance, our preference, however, being for the narrow guage,—that is to say, the 3 feet 3 inch track, on the score of economy. Our land damages would not be very much increased by the adoption of the broad guage. The extent, however, could be best determined by a practical survey and calculation.

Admitting, then, the whole distance to be 67 miles, and the cost of construction to be £4,000 per mile, the net amount would be £268,000. Basing the interest at 4 per cent. it would be £10,720, and at 5 per cent. it would be £13,400.

The subject of rolling stock, depots, and way-stations is not included in the above estimate, inasmuch as this constitutes a separate and distinct item, and consequently must be set apart for distinct calculation.

£62,500 additional would probably cover the necessary equipments for the road, such as locomotives, cars, depots, way-stations, &c. The additional interest would then be, at four per cent., £2,500, and at five per cent., £3,125. Thus the whole amount would be as follows:—

		4 per cent. interest.	5 per cent. interest.
Sixty-seven miles at £4,000 per mile....	£268,000	£10,720	£13,400
Additional for locomotives, cars, &c.&c.	69,500	2,500	3,125
	£330,500	£13,220	£16,525

For the road built, in working order, and the rolling stock placed upon it.

Your Committee would next refer to the cost of running for a year, and with a view to economy, would thus state as necessary employees:—

For Engineer	1	at £200 per annum.	
Fireman	1	100	“
Conductor	1	150	“
Ticket agent, St. John's	1	200	“
“ Harbor Grace	1	200	“
Brakemen (£80 each	2	160	“
Way-station Keepers	11	660	“
Depot labourers, permanent	2	120	“
		20	
Incidental expenses, such as coal, repairs, oil, &c., &c.		250	“
		£2040	

This staff would doubtless answer all purposes for the first year, at least.

It would, of course, often be found necessary to employ more labourers, perhaps as high a number as thirty or forty occasionally; but incidental expenses of this kind cannot properly be brought into this estimate. The fact of needing labourers to perform the business of the road would be a good evidence of prosperity.

We now come to that feature of the undertaking which deserves the closest scrutiny, namely, the return which such a line of road would be likely to give, and the advantages which it would afford the general public.

Your Committee, in order to shew a near approximation of probable return, or net earnings of the railway, have been guided by a disposition to deal with facts. Therefore, supposing the line to be in earning order and everything in readiness, we shall suppose the whole number of working days to be 300, and two trains a day dispatched. This would equal 600 trips; and supposing that an average of 20,000 passengers come and go over the road, each one paying the sum of one dollar, this would be \$40,000 or £10,000.

With regard to the freight, it would of course, be impossible to give here a close approximation of what it would probably be, but it is evident it would amount to a large figure. We need only refer, for example, to the quantities of manufactured and other goods from Europe, and the West India, American and Colonial produce, as also the fish, oil, &c., &c., the freight of which alone would contribute largely to pay off the interest.

We then take the Mail service from the Bay, which would if probably be, say £2000, including a portion of Placentia Mail service.

It is a fact admitted on all sides, that communication by water with Conception Bay is, from October to March, extremely hazardous, often entailing the loss of many lives and much valuable property. From March to the last of May, navigation, if not entirely closed, is a great portion of the time invariably obstructed by ice or fogs. Thus for six months of the year the people of Conception, Trinity and Bonavista Bays, and in fact, almost the whole Northern shore, are subjected to a condition of things over which they have no control, but which undoubtedly entails a loss on them in the sacrifice of valuable time which it would be difficult to estimate, particularly as detention in the spring time operates so disastrously to those who prosecute the fisheries.

To estimate this loss thus caused to the fishermen at fully fifty thousand dollars would not be placing it at more than a fair valuation. It makes no difference whether the voyage be a good one or not, the above sum may be set down as a yearly loss to the trade of the country, and, consequently, a loss to the revenue is thereby annually sustained of from four to five thousand dollars. This, in itself, is an important item, and one which should not be overlooked in the enumeration of advantages which must necessarily follow the construction of the Harbor Grace Railroad. We may reasonably add to this amount the sum of fifty thousand dollars more, which would be saved by the facilities afforded the people of obtaining their supplies without the aggravating delays to which they are now subjected. By means of telegraphic communication the planter could order from the merchant at a very trifling cost, and that, too, fully a month earlier than he could go to St. John's and return with his supplies. In a single instance this would save from two to three weeks labour for from four to six persons, besides obviating the dangers which necessarily attend a voyage from either Trinity or Conception Bay.

It will thus be seen how easily a hundred thousand dollars could be saved by this facility alone; and here the general revenue could be augmented yearly by fully ten thousand dollars.

The next point to which your Committee would invite attention is that of the scarcity of bait in some places, while a plentiful supply is to be had in other places; and we would call especial attention to the fact that fully twenty-five days of last years' fishery season were lost to our fishermen, particularly in the districts of St. John's and Conception Bay, in consequence of such scarcity. This loss, thus entailed, may be moderately placed at £100 per day, making an aggregate loss of

£2,500 to the trade of the country, and an absolute loss to the revenue of fully one thousand dollars. This loss resulted from want of bait, or perhaps more accurately speaking, from want of facilities of quickly transporting bait from place to place.

It would be almost impossible to accurately calculate upon the amount of good which would result from this facility, but admitting that fish would be as abundant the ensuing summer as it was the past, and that every man engaged in the fishery could have fresh bait daily, or even *hourly*, if necessary, it would not be hazarding an opinion to say that an increase of 20,000 quintals of fish would be the result. This would be £20,000 distributed among the people, and an increase of the general revenue of the sum of eight thousand dollars.

In order that all matters of interest pertaining to the prospective earnings of the road may be embodied in this Report, your Committee would especially point out the great advantage which would be extended to the people of Conception Bay by the facility afforded them of transporting goods arriving by the Allan steamers, and the great service it would be to those importers who are now obliged to resort to the tedious and uncertain system of conveyance by water to get their goods on from St. John's to the outports. With a line of Railway from St. John's to Conception Bay, all goods arriving by the Allan steamers could be taken from the vessels' sides and forwarded to their different destinations on the day of arrival. Thus would the outport importers be placed on an equal footing with the importers of St. John's. At present there is a difference of time in the receiving of the goods, amounting to fully two or three weeks.

Passengers also arriving by these steamers would, by this means, be afforded facilities of immediate passage to their respective destinations in the Bay.

It is a well known fact that there exist in the vicinities of Topsail and Holyrood, valuable quarries of limestone and granite, which, for the want of Railroad communication, cannot be utilized. The working of these quarries would afford employment to a large number of persons, and while evidently lessening the price of such building material, would be a strong inducement to persons to erect stone, instead of wooden dwellings and store-houses. The material taken from these quarries would be a source of revenue to the road, and of which thousands of tons would be annually shipped to both Harbor Grace and St. John's.

Too much importance cannot be attached to the great benefits which would result to the people along the prospective route, by the opening up of those many splendid agricultural districts which now, for want of Railway facilities, are absolutely worthless.

In conclusion, if the Government are in earnest with regard to the construction of a Railroad across the country; and if speculators would take it up, there would already be at least 30 miles of the road constructed. Other and important reasons for the construction of this Railroad might be adduced, but your Committee are satisfied that enough has been said respecting it to commend it to your careful consideration.

J. J. DEARIN,
Chairman.

We agree to the above Report except as to the figures, upon which we give no opinion.

J. S. WINTER,
JOHN STEER,
JOHN H. WARREN,
M. FENELON,

Ordered,—That the said report do lie on the table.

The hon. RECEIVER GENERAL, from the Select Committee to whom was referred the Bill to amend the General Water Company Acts, presented the Report, which he handed in at the Clerk's table, where it was read, as follows :

COMMITTEE ROOM,
House of Assembly,
April 22nd, 1876.

The Select Committee, to whom was referred the Bill for the amendment of the Acts in relation to the General Water Company, beg to report that they have considered the matter to them referred, and beg to present the Bill in an amended form.

All which is respectfully submitted,

JAMES J. ROGERSON,
Chairman,

WILLIAM KELLIGREW,
ALEX. J. W. MCNEILY,
M. FENELON,
J. J. DEARIN.

Ordered,—That the House do now resolve itself into Committee of the Whole upon the Bill to amend the General Water Company Acts, as reported from the Select Committee.

And the House resolved itself into the said Committee accordingly.
The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to the Bill to them referred, with an amendment, and he handed the Bill and amendment in at the Clerk's table.

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

Ordered—That the Bill be engrossed and read a third time this day.

And the said Bill was read a third time accordingly.

Ordered,—That the Bill do pass, and be entitled, “An Act for the amendment of the Acts in relation to the General Water Company.”

Ordered,—The hon. RECEIVER GENERAL and Mr. SCOTT do take the Bill to the Legislative Council, and desire their concurrence.

The hon. SOLICITOR GENERAL, from the Select Committee to whom was referred the Bill to amend and consolidate the Acts for the “Encouragement of Education,” 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 to consider the Bill entitled, “An Act to amend and consolidate the Acts for the Encouragement of Education,” beg to report that they have had under deliberation the matter to them referred, and as this result thereof, present the annexed Bill.

All of which is respectfully submitted,

W. V. WHITEWAY,
Chairman,
ALEX. J. W. McNEILY,
J. J. LITTLE,
JOHN H. WARREN,
C. R. AYRE,
M. FENELON.

Ordered,—That the House do now resolve itself into Committee of the Whole, upon the said Bill, as reported from Select Committee.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. NOWLAN took the Chair of the Committee.

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

(A Message from the Legislative Council.)

The 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 constructing and repairing Roads, Streets, and Bridges, and other Public Works within the Colony," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
24th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Message do lie upon the table.

The hon. SOLICITOR GENERAL, from the Joint Committee of the Legislative Council and Assembly on the Cape St. John Telegraph Company, presented the Report, which he handed in at the Clerk's table, where it was read as follows :

The Joint Committee appointed by the honorable Legislative Council and House of Assembly to take into consideration the petition of Francis Ellershausen and others, praying for a charter, to the petitioners constituting a company under the title of the "Cape St. John Telegraph Company," beg to report that they have taken the evidence of R. J. Pinsent, C. F. Bennett, John Delaney and Alexander McKay, Esquires; and they have had letters of Messrs. Pinsent and Greene, the honorable the Colonial Secretary, Mr. Pinsent, and Colonel Mallery laid before them, all of which evidence and correspondence is annexed to this Report.

That your Committee have considered the matters to them referred, and are of opinion that a charter may be granted to the petitioners,

Francis Ellershausen, Philip Cleary, Smith McKay, S. Rendell, J. Goodfellow, C. Bowring, J. J. Adams, James J. Rogerson, Edwin Duder, (Per G. J. Carter), A. F. Goodridge, James S. Pitts; W. B. Grieve, Thomas Clift, James R. Knight, J. Outerbridge, Henry Stabb, P. Hutchins, (Per G. Knowling,) Thomas R. Smith.

upon the terms proposed in the letter of Messrs. Pinsent and Greene to the honourable the Colonial Secretary, dated the 23rd day of December, 1875, viz: that a Government guarantee of interest to the extent of £500 a year on stock of the Company to be given so long as the line shall be kept in operation, upon the condition that the Government be indemnified against any claim arising under such guarantee, by the same being made a first charge upon the mining properties at Tilt Cove and Bett's Cove.

By Act 17th Victoria, Cap 2, the sole and exclusive right to build, make, occupy, take or work any line between any points in this island (except between St. John's and Carbonear) is granted to the New York, Newfoundland and London Telegraph Company, subject to the proviso, that if at any time after ten years from the passing of said Act, any branch line to connect any town or village be desired by the Government of this colony, and the Company should not establish the same within twelve months after a requisition to that effect from the Governor, the Government might establish such branch line at its own expense, for local traffic only. It is stated in the Petition "that Petitioners have already secured the consent of the Anglo-American Telegraph Company to the establishment of this line, without a previous year's notice to them;" but it would appear from the reply of Mr. McKay, local Manager of the Anglo-American Telegraph Company, that such "consent" is conditional; therefore, if a Charter be granted to the proposed Company, it should be subjected to the provisions of the Act above referred to. Your Committee are fully alive to the great advantages derivable from a Telegraphic connection being established between the outlying districts and the capital, as well social as commercial; and especially as regards the fishery, extensive connection along the coast will materially aid the fisherman in the prosecution of his avocation, directing his attention to those localities where success is most likely to attend his labors. Your Committee would, therefore, call attention to that portion of Mr. McKay's evidence having reference to the connecting of Heart's Content with Bonavista, embracing intermediate settlements, at a probable cost of about \$25,000. This, if accomplished, would be an extension of infinite importance to a large and important section, and would probably lead to further extension at a future time; and your Committee would respectfully recommend that the Government should be authorized to take such steps as they may deem advisable, by guaranteeing interest upon the Capital Stock, or otherwise, in order that so desirable a line

of Telegraphy connecting Bonavista Bay with St. John's, may be established and maintained.

All which is respectfully submitted,

ROBERT KENT,
Chairman,

J. S. CLIFT,
W. J. S. DONNELLY,
ROBERT THORBURN,
W. V. WHITEWAY,
JOHN H. WARREN,
J. GODDEN,
P. NOWLAN,
P. G. TESSIER.

(For evidence accompanying, see Appendix.)

Ordered,—That the said report do lie upon the table.

The SPEAKER left the Chair.

The CHAIRMAN resumed the Chair of the Committee on Education Bill.

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 stand first on the Order of the Day for to-morrow.

Ordered,—That the following Addresses be severally presented to his Excellency the Governor;

*To His Excellency Sir STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 expediency of reference to Ex-Commissioner Robinson's Letter to the Right Honorable the Secretary of State for the Colonies, and the Reply thereto, and other documents referring to the subject of the Royal Commission, respectfully request that your Excellency will be pleased to cause copies of these documents to be laid on the table of the House.

House of Assembly,
24th April, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Thomas Carew of Cape Broyle, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 24th, 1876.

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. Executive Council.

The SURVEYOR GENERAL gave notice that, on to-morrow, he will move an address to His Excellency the Governor, in reference to the Report of the Select Committee on Coastal Steam.

Mr. DEARIN gave notice that, on to-morrow, he will move an address to His Excellency the Governor, respectfully requesting that a Survey of the line of Railroad from St. John's to Carbonear, in Conception Bay, be undertaken during the coming Summer, so as to afford required information previous to introducing a Bill the next Session of the Legislature, for carrying out this great public undertaking.

Mr. MCNEILY gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the subject of the representation of this Colony at the Centennial Exhibition at Philadelphia.

Also, on the Report of the Select Committee appointed to enquire into the claim of the proprietors of the steamship *Greenland*, for compensation for damages sustained during a riot in St. John's.

The hon. SOLICITOR GENERAL gave notice that, on to-morrow, he will move an Address to His Excellency the Governor in Council, upon the Report of the Joint Committee of the Legislative Council and Assembly on petition for Telegraph to Cape John.

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

TUESDAY, 25th APRIL, 1876.

The hon. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House a copy of a Despatch, from the Right Hon. Secretary of State for the Colonies, and Correspondence on the subject of a Railway in Newfoundland.

(For which, see Appendix.)

Ordered,—That the said documents 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 the Bill for the amendment of the Education Acts.

The SPEAKER left the Chair.

Mr. NOWLAN took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had agreed to the Bill to them referred, 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 be engrossed, and read a third time this day.

And the said Bill was read a third time accordingly.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. LITTLE 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 SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Report of the Select Committee appointed by this House upon the

subject of Coastal Steam, respectfully request Your Excellency will be pleased to adopt such steps as may be within the means of the Colony, towards carrying out the recommendations of the Committee.

House of Assembly,
April 25th, 1876.

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Report of the Joint Committee of the Honourable the Legislative Council and this House, upon the subject of the Cape St. John Telegraph Company, respectfully request that Your Excellency and Council will be pleased to take the same into consideration, and adopt such steps as may be deemed most advisable, and within the means of the Colony, towards carrying out the recommendations of the Committee on this highly important subject, which would have the effect of connecting the Northern districts of Twillingate and Fogo, Bonavista Bay, and Trinity Bay with the Capital.

House of Assembly,
April 25th, 1876.

(For Copy of Report, see page 170.)

*To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 subject of the erection of a Railroad from St. John's to Carbonear, in Conception Bay, respectfully request that Your Excellency will be pleased to take steps for a survey of the said line of Railroad during the coming summer, so as to afford the required information, previous to introducing a Bill, during the next session of the Legislature, for the carrying out of the great public undertaking.

House of Assembly,
April 25th, 1876.

To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Report of the Select Committee appointed by this House upon the subject of the petition of the owners of the Steamship *Greenland*, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 25th, 1876.

To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Salmon and others, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 25th, 1876.

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.

(A Message from the Legislative Council.)

The 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, entitled, "An Act for the amendment of the Acts in relation to the General Water Company."

Also, the Bill sent up, entitled, "An Act to amend the law relating to Property of Married Women," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
24th April, 1876.

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they have passed the Bill sent up, entitled, "An Act to amend the Criminal Law," with an amendment, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Legislative Council Chamber,
24th April, 1876.

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they have passed the accompanying Report of the Select Committee on the Contingencies of this House, for the present Session, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Legislative Council Chamber,
24th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Messages do lie upon the table.

The amendment of the Legislative Council in and upon the Bill sent up from the Assembly, entitled, "An Act to amend the Criminal Law," was read, as follows:

Amendment made by the Legislative Council, in and upon the Bill sent up, entitled, "An Act to amend the Criminal Law."

In the fifteenth section, third line, after the word "exceeding," expunge the words "one month," and insert instead thereof the words "ten days."

Passed the Legislative Council, 25th April, 1876.

EDWARD MORRIS,
President.

Ordered,—That the Amendment do pass, and that a message be sent to the Legislative Council, acquainting them that this House concurs therein.

Ordered,—That the hon. ATTORNEY GENERAL and Mr. LITTLE, do take the Message to the Legislative Council.

The Select Committee appointed by the Council with regard to the Printing and Contingencies, report that they have examined the accounts of the Acting Clerk and Usher of the Black Rod, and have considered other charges and expenses, and find them as follows:

Contingent Expenses of the Acting Clerk.....	\$263.20'
Contingent Expenses of the Usher of the Black Rod, including new carpet and chairs for Council Chamber, which cost \$1,047.21.....	1399.73'
<i>Newfoundlander</i> Newspaper, for publishing Debates.....	160.00'
<i>Times, Ledger, North Star</i> and <i>Standard</i> , for copying, each \$100.....	400.00'
Newspapers for Council and for Members during session.....	185.46'
Miscellaneous Printing.....	247.40'
Salary of Acting Clerk, including indexing and collating journals.....	600.00'
Acting Clerk, extra services attending on Committees.....	80.00'
Salary of the Acting Master-in-Chancery.....	700.00'
Salary of the Usher of the Black Rod.....	600.00'
Salary of Reporter.....	650.00'
Doorkeeper.....	250.00'
Assistant Doorkeeper.....	150.00'
Fireman.....	65.00'
President, Sessional Allowance....	240.00'
Ten Members, Sessional Allowance.....	1,200.00'
One Member, short attendance.....	60.00'

Estimated expenses of Printing and Binding

Journals	\$640.00
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\$7890.79

ROBERT THORBURN,
Chairman.

E. D. SHEA,
ROBERT KENT,
T. TALBOT.

Committee Room, 25th April, 1876.

Mr. McNELY, from the Select Committee on Contingencies, presented the following preliminary Report, which was read by the Clerk.

COMMITTEE ROOM,
House of Assembly,
April 25th, 1876.

The Select Committee appointed to consider the Contingencies of this House, preliminary to their final Report, beg to inform the House that they have been induced by circumstances which have been brought to their knowledge to pass the resolutions hereto annexed. To these resolutions they invite the consideration of the House, and ask for such action as may tend to the effectual carrying out of the views which are therein expressed.

The Committee are unanimously persuaded that it is highly desirable that some action should be taken by the House of Assembly, which would confer upon some competent and duly authorized body the control over the properties and expenditure of the House, more particularly during the period of their recess; the more especially, as the Committee find that property of the House which should, under ordinary circumstances of wear and tear, remain for years, the House is annually compelled to renew.

Under these circumstance they ask the concurrence of the House in the Resolutions hereto annexed.

Resolved,—That for the more effectual protection of the property of the Legislature, and for the prevention of abuses of the existence of which the Committee are persuaded, and which are at present beyond their powers of detection, it is expedient that a Committee on the Contingencies of this House shall be appointed, which shall have control over the properties of the Legislature, and shall have and possess all the powers pertaining to such Committee, during the recess of the

Legislature, as if the Legislature were in session, and such Committee shall, in reference to all matters within the scope of their authority, decide and determine the same.

That it is desirable to give public notice in the *Royal Gazette* and otherwise, that the Legislature will not be responsible for any accounts contracted on account of the Contingencies of the House, whether during the session of the Legislature or during recess, unless an order or requisition for the goods to be had or the work to be performed, be signed or countersigned, by the Chairman of the Contingency Committee.

That the Committee should be invested with power to make all such rules and regulations, and to so control the Officers of the Assembly in session and in recess, as to enable them to carry out the full intent and tenor of these resolutions.

That it is expedient that the House should forthwith proceed to the appointment of such Committee, the authority of which, and of the Chairman thereof, as representing the same, should be publicly announced.

All of which is respectfully submitted.

ALEX. J. W. McNEILY,
Chairman.

JOHN RORKE,
J. G. CONROY,
JOHN H. WARREN,
J. J. DEARIN.

Ordered,—That the said Report be adopted.

Ordered,—That the Contingency Committee appointed for the present Session of the Legislature be continued in office until the appointment of a new Committee in the Session now next ensuing, and be invested with all necessary powers and authorities to carry out the views expressed in the resolutions annexed to their preliminary Report, as the same has been received and adopted by this House.

(A Message from the Legislative Council.)

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

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly, that they have passed the Bill sent up, entitled, "An Act to amend and consolidate the Acts for the encouragement of Education," without amendment.

EDWARD MORRIS,
President.

Legislative Council Chamber,
25th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Message do lie upon the table.

Mr. McNEILY, from the Select Committee on Contingencies, presented the Report, which he handed in at the Clerk's table, where it was read, as follows :

The Select Committee of the House of Assembly appointed to inquire into the Contingencies of the present Session, beg leave to report that they have come to the following Resolutions thereon :

Resolved,—That there be paid to the Speaker, Members and Officers of the Assembly, for their services during the present Session,

The Speaker.....	\$924.00
Clerk	1269.00
Clerk Assistant	600.00
Sergeant-at-Arms	480.00
Solicitor.....	480.00
Doorkeeper	160.00
Two Messengers, viz:—	
George Carrington	160.00
Stephen French	100.00
Andrew Walsh, acting Messenger	120.00
Upper Doorkeeper.....	160.00
Outer Doorkeeper.....	160.00
Inner Doorkeeper...	120.00
Fireman	200.00
The Reporters, viz:—	
James Seton	350.00
Thomas Walsh	280.00
J. R. McNeily	280.00
D. J. Greene.....	280.00
George Johnston	280.00

The Proprietor of the <i>North Star</i> , printing Bills and Miscellaneous Papers.....	\$2204.60
The Proprietor <i>Public Ledger</i> ; printing debates	1000.00
The Proprietor <i>Public Ledger</i> , Newspapers for Members	233.95
J. Seton, Estimate for printing Journals . . .	1400.00
Robert Dicks, binding Journals, present Session	280.00
Chairman of Committees	400.00
Thirty Members of the Assembly, for their services during the present Session, viz:—	
23 Members residing in St. John's, \$197 each	4462.00
7 Members residing in Outports, \$291 each	2037.00
The Clerk and Sergeant-at-Arms, to defray the Contingent expenses of their offices	1017.53
The Clerk to defray the Contingent expenses of the Library	79.64
The <i>Harbor Grace Standard</i> , copying Debates..	180.00
Allowance to the widow of the late Richard Holden, on account of long services.....	150.00
P. M. Barron, for services in Clerk's Office....	150.00
Wm. M. Warren, engrossing Bills.....	200.00
Chairman of Board of Works, for Gas, Coal, and labor, during the session.....	220.00
M. Fenelon, Stationery.....	42.95
Robert Dicks, Contingencies	190.24
J. F. Chisholm, Stationery.....	144.80
Mrs. Rouse, do	55.95
T. McConnnan, do	91.52
Bowring Brothers, Paper, &c.....	94.72
Thomas Cole, Cabinet work.....	75.75
Telegraph Company, Messsages.....	196.22
Pennock and Andrews, Gas fittings	41.90
<i>Advertiser</i> , Newspapers	6.00
<i>Gazette</i> , do	12.60
<i>Newfoundlander</i> do	20.60
<i>Express</i> , do	10.00
<i>Courier</i> , Newspaper and Almanacs.....	44.50
John Udle, Painter	39.75
George Gear, Tinsmith.....	16.27
J. A. Whiteford, repairing clocks.....	8.00
<i>Morning Chronicle</i> , Newspapers	10.00
J. W. McCoubrey, Newspapers.....	9.60
Mrs. Borne, attendance during session....	138.52

Clerk of Assembly, for salaries of,—	
S. G. Pirchard, Librarian.....	\$230.77
Margt. Feehan do	184.62
	<hr/>
	\$22,117.97

Committee Room, April 25th, 1876.

Alex. J. W. McNEILY,
Chairman.

JOHN H. WARRAN,
J. J. DEARIN,
J. G. CONROY.

Ordered,—That the said Report be adopted.

Mr. McNEILY, from the Select Committee on Contingencies, on leave granted, presented a Bill to provide for the Contingent Expenses of the Legislature, which was read a first and second time.

Ordered,—That the House do now resolve itself into Committee of the Whole, on the said Bill.

And the House resolved itself into the said Committee accordingly.

The SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

The SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee, that they had passed to 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 this day.

And the said Bill was read a third time accordingly.

Ordered,—That the Bill do pass, and be entitled, "An Act to provide for the Contingent Expenses of the Legislature.

Ordered,—That Mr. McNEILY and Mr. DEARIN, do take the Bill to the Legislative Council, and desire their concurrence.

Mr. SPEAKER informed the House, that he had received a communication from the hon. Colonial Secretary, stating that it was the inten-

tion of His Excellency the Governor to prorogue the present Session of the Legislature on to-morrow at two o'clock.

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

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

WEDNESDAY, 26th APRIL, 1876.

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

Consolidated Statement of Revenue and Expenditure, for the year ending 31st December, 1875.

Consolidated Expenditure by the Board of Works, for Lighthouses, Public Works and General Services, for the year ending 31st December, 1875.

Financial Secretary's Consolidated Expenditure on local roads, and for various services, for the year ending 31st December, 1875.

[(For which, see Appendix.)]

Ordered,—That the said documents do lie upon the table.

Mr. WINTER from the Select Committee appointed on Reporting and Printing presented the Report, which he handed in at the Clerk's table, where it was read as follows :

COMMITTEE ROOM,
House of Assembly,
April 25th, 1876,

The Select Committee on Printing and Reporting of the Assembly, beg to bring under the notice of the House the necessity for the adoption of some more effective system of supervision of the Printing of the House during the recess.

Under the present system, a large expenditure is annually incurred

in the printing of matter which is unnecessary, both in the Miscellaneous papers and the Journals. The Committee have no doubt that by the appointment of a standing Committee, invested with authority to supervise and control the work during the recess, a large saving in the annual cost of printing, as well as improvement in the work, and particularly the printing of the Journals, might be effected.

Respectfully submitted.

J. S. WINTER,
Chairman.

J. H. WATSON,
P. NOWLAN.

Ordered,—That the said Report be adopted.

Ordered,—That the present Select Committee on Reporting and Printing be continued in Office during recess, and until one week after the opening of the next ensuing Session of the Legislature, with all powers and authorities necessary to carry out the recommendations in their Report, as the same has been received and adopted by this House.

(A Message from the Legislative Council.)

The 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 provide for the Contingent Expenses of the Legislature," without amendment.

EDWARD MORRIS,

President.

Legislative Council Chamber,
26th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Message do lie upon the table.

Ordered,—That the following Message be sent to the Legislative Council.

Mr. PRESIDENT,

The House of Assembly have passed the accompanying Address to His Excellency the Governor, on the Report of the Joint Committee of the Council and Assembly, in reference to the petition for a charter to the Cape St. John Telegraph Company, to which they request the concurrence of the Honorable the Legislative Council.

House of Assembly,
April 26th, 1876.

(For Copy of Address see page 175.)

Ordered,—That the hon. SOLICITOR GENERAL and Mr. BENNETT, do take the Message to the Legislative Council.

(A Message from the Legislative Council.)

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

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly, that they concur in the Address to His Excellency the Governor on the subject of the Cape St. John Telegraph Company, requesting that His Excellency will be pleased to take the same into consideration, and adopt such steps as may be deemed most advisable, and within the means of the Colony, towards giving effect to the recommendations of the Committee on this highly important subject.

EDWARD MORRIS,
President.

Legislative Council Chamber,
26th April, 1876.

And then the Messenger withdrew.

Ordered,—That the said Message lie on the table.

The hon. RECEIVER GENERAL, by command of His Excellency the Governor, presented to the House Statement of Exports from Labrador, for the year 1875.

(For which, see Appendix.)

Ordered,—That the said document do lie upon the table.

Mr. WINTER presented the following petition from D. W. Prowse, Esq., Judge of the Central District Court, which was received and read, setting forth :

That your Petitioner was appointed to his said office in July, 1869, that after the retirement of Mr. Bennett, Petitioner received a salary of \$2,400 per annum, that since his appointment many new duties have been cast upon him, and in 1875 he was required by an Act of the Legislature to perform the duties of Coroner.

That since 1875, Petitioner has only received \$1,600 per annum, which he humbly submits is a salary wholly inadequate to a position which requires a knowledge of law and professional experience, for the adequate performance of its duties. That since your Petitioner's appointment a general increase of salaries has taken place, and Petitioner's salary has not been increased. Petitioner, therefore, prays that his salary may be increased, and as in duty bound he will ever pray.

D. W. PROWSE.

St. John's, Newfoundland,
April 25th, 1876.

Ordered,—That the said petition do lie upon the table.

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

To His Excellency SIR STEPHEN JOHN HILL,
C. B., K. C. M. G., 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 Daniel W. Prowse, Esquire, a Judge of the Central District Court, upon the subject of Increase of Salary, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

House of Assembly,
April 26th, 1876.

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

The hon. Mr. SHEA presented a petition from John Hennessy and

others, of Harbor Grace, which was received and read, praying for an alteration in the system of distributing poor relief there.

Ordered,—That the said petition do lie upon the table.

At two o'clock a Message from His Excellency the Governor was delivered by F. W. Rennie, Esq., the Gentleman Usher of the Black Rod, commanding the immediate attendance of Mr. Speaker and the House in the Council Chamber.

Accordingly Mr. Speaker and the House attended His Excellency the Governor in the Council Chamber, when His Excellency, in Her Majesty's name, was pleased to assent to the following Bills:

An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandise, imported into this Colony and its Dependencies.

An Act for granting to Her Majesty a sum of Money for constructing and repairing Roads, Streets and Bridges, and other Public Works within this Colony.

An Act to amend and Consolidate the Laws relating to Education.

An Act for the encouragement of the Bank Fishery.

An Act to amend the Law relating to the Coast Fisheries.

An Act to provide for the Inspection of Fish Oils in this Colony.

An Act to amend an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled, "An Act respecting Certificates to Masters and Mates."

An Act for the amendment of the Acts in relation to the General Water Company.

An Act to provide for the recovery, in a summary manner, by persons engaged in the Seal Fishery, of their wages or share of Seal.

An Act to amend the Law relating to the property of Married Women.

An Act to amend the Criminal Law.

An Act to amend the Law relating to Trespass by Cattle.

An Act to authorize the raising by Loan, of a sum of Money for the Public Service of the Colony.

An Act to provide for a Pension to John C. Nuttall, late Sub-Collector at Brigus.

An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the service of the Colony.

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 day of December, One Thousand Eight Hundred and Seventy-six, and for other purposes.

An Act to provide for the Contingent Expenses of the Legislature.

After which His Excellency was pleased to make the following Speech to both branches of the Legislature :

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

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

It affords me great satisfaction to know that the several matters of public interest which I felt it expedient to submit to the Legislature, have received from you such consideration and support as now enables me, in proroguing this Parliament, to relieve you from attendance at a time of the year when your private pursuits must necessarily require your whole time and attention.

I do not deem it necessary, on this occasion, to remark in detail on the many useful measures of the Session, to which I have assented, but I am yet pleased to notice that my suggestion regarding the revival of the Bank Fishery has resulted in such decided action on your part, in providing a moderate bounty, which I sincerely trust will materially aid in again promoting that once flourishing branch of our trade.

It is gratifying to learn that the prospects of the Seal fishery, so peculiarly the province of Newfoundlanders, are much better than our anticipations of a few weeks since.

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

I thank you for the accustomed liberality with which you have provided for the requirements of the Colony for the present year ; due care will be exercised that the several appropriations are applied in accordance with your views and intentions.

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

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

It is to me a source of satisfaction to notice that the Railway Survey accomplished last year, has already attracted the attention of capitalists in England, as has been shown by the despatch from the Secretary of State, accompanying a proposition on this subject, which I have caused to be laid before you.

When I inaugurated the present Session of your Assemblies, I was impressed with the idea that it would be my last opportunity of meeting you collectively. I then addressed to you some observations which the occurrences of previous years and the uniform kindness observed towards me, naturally suggested. I can now only reiterate those kind wishes, and re-assure you that the interests and welfare of this ancient dependency of Great Britain will ever remain objects of my most earnest solicitude.

STEPHEN J. HILL,

Council Chamber,
26th April, 1876.

After which the hon. the President of the Legislative Council, by command of His Excellency the Governor, said,—

GENTLEMEN,

It is the pleasure of His Excellency the Governor, that this General Assembly be prorogued, till Thursay the thirteenth day of July next, and this General Assembly is accordingly prorogued, until Thursday the thirteenth day of July next, to be then here holden.

JOHN STUART,
Clerk, General Assembly.

END OF THE SECOND SESSION OF THE TWELFTH GENERAL ASSEMBLY.

APPENDIX

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Statement of the Affairs of the Colony of Newfoundland, for the Year 1876.

ESTIMATED EXPENDITURE.

GOVERNMENT HOUSE.

The Governor	\$12,000.00	
The Private Secretary	924.00	
The Governor's Orderly	300.00	
Keeper of the Lodge	277.00	
Fuel and Light	1,000.00	
		—————\$14,501.00

COLONIAL SECRETARY'S OFFICE.

The Colonial Secretary	2,400.00	
First Clerk	1,124.00	
Second Clerk	800.00	
Office Keeper	400.00	
		————— 4,724.00

RECEIVER GENERAL'S OFFICE.

The Receiver General	2,400.00	
Clerk	1,124.00	
		—————
Carried forward	\$3,524.00	\$19,225.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$3,524.00 \$19,225.00

CUSTOMS' DEPARTMENT.

The Assistant Collector	\$1,600.00
Landing and Tide Surveyor	1,154.00
First Landing Waiter	1,100.00
Second Do	1,000.00
Third Do	750.00
First Clerk and Warehouse Keeper.....	1,100.00
Second Clerk	900.00
Third Clerk	750.00
Fourth Clerk	750.00
Fifth Clerk.....	600.00
Two Lockers	900.00
Labrador Collector, \$750 and 5 per cent on all Duties collected	750.00
Landing Waiter and Clerk, Harbor Grace.....	600.00
Tide Waiters and Boatmen, including Harbor Grace	11,410.00
Crew of Night Boat	1,485.00
Non-official Members of Board of Revenue	231.00
Housekeeper	185.00
Incidentals ..	693.00
Fuel and Light	400.00

SUB-COLLECTORS.

Harbor Grace, \$739, and 2½ per cent, not to ex- ceed \$1,182	739.00
Trinity ..	800.00
Carbonear, \$690, Greenspond, \$690	1,380.00
LaPoile, \$690, Gaultois, \$550.....	1,240.00
Twillingate, \$690, Fogo, \$690....	1,380.00

Carried forward

\$35,421.00 \$19,225.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought Forward..... \$35,421.00 \$19,225.00

SUB-COLLECTORS—(Continued.)

Lamaline, \$550, Harbor Breton, \$462.....	1,012.00
Lamanche and Oderin, \$462, Burin, \$690.....	1,152.00
Brigus	462.00
Pushthrough, \$462, Channel, \$462.....	924.00
Bay-de-North and English Harbor.....	462.00
Labrador, Blanc Sablon, \$231, and 10 per cent. on all duties collected.....	231.00

PREVENTIVE OFFICERS.

Bay Bulls, \$231, Fortune, \$231.....	462.00
Ferryland, \$231, Burgeo, \$231.....	462.00
Little Placentia, \$231, St. Mary's, \$231.....	462.00
St. Lawrence, \$231, Bay Roberts, \$231.....	462.00
Placentia, \$231, Catalina, \$231.....	462.00
Tilt Cove and Bett's Cove, \$231, Grand Bank \$231.....	462.00
Rose Blanch, \$231, Trepassey, \$231.....	462.00
Renews, \$100, and 20 per cent. on all duties collected.....	100.00
Per centage on duties to Outport officers.....	3,097.00
	<hr/>
	46,095.00

FINANCIAL DEPARTMENT.

The Financial Secretary.....	1,384.00
Clerk in Financial Secretary's Office.....	800.00
	<hr/>
	2,184.00
	<hr/>
Carried Forward.....	\$67,504.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$67,504.00

AUDITOR OF PUBLIC ACCOUNTS.

The Auditor of Public Accounts..... 1,000.00

BOARD OF WORKS.

The Chairman.....	\$2,000.00	
The Secretary.....	924.00	
The Accountant.....	1,200.00	
Assistant Clerk.....	400.00	
Inspector of Public Buildings and Light Houses	1,000.00	
Clerk.....	600.00	
Messenger.....	250.00	
Members of the Board of Works (4).....	800.00	
	<hr/>	7,174.00

COLONIAL BUILDING.

The Keeper.....	300.00	
Fuel and Light	700.00	
	<hr/>	1,000.00

CROWN LANDS.

The Surveyor General.....	2,400.00	
Draughtsman and Assistant.....	1,124.00	
Topographical Assistant.....	960.00	
Deputy Surveyor.....	500.00	
Carrying out Crown Lands Act.....	340.00	
Repairs of Government House.....	2,000.00	
	<hr/>	7,324.00
Carried forward.....		<hr/>
		\$84,002.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$84,002.00

LEGISLATIVE CONTINGENCIES.

Estimated Amount..... 27,000.00

COURT HOUSES AND GAOLS.

Supplies..... 6,000.00

JUDICIAL DEPARTMENT.

The Chief Justice.....	\$5,000.00	
Two Assistant Judges.....	<u>8,000.00</u>	1876
Attorney General.....	2,400.00	
Solicitor General	1,200.00	
Sheriff, Central District.....	1,384.00	
Ditto, Northern ditto.....	1,384.00	
Ditto, Southern ditto.....	923.00	
Bailiff, Central District, and Keeper of Court House	550.00	
Chief Clerk and Registrar, Supreme Court.....	1,800.00	
Ditto ditto, Northern ditto.....	1,100.00	
Clerk in Registrar's Office, Supreme Court.....	600.00	
Stationery for ditto ditto	93.00	
Crier and Tipstaff, St. John's.....	300.00	
Crown Prosecutions.....	2,000.00	
To defray the expenses of Inquests.....	600.00	
Circuit of Judges and hire of steamers.....	5,600.00	
	<hr/>	
		32,934.00
		<hr/>
Carried forward.....		\$149,936.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$149,936.00

POLICE DEPARTMENT.

Two Judges, Central District Court.....	\$3,200.00
District Judge, Harbor Grace.....	1,400.00
Clerk of the Peace, St. John's, and for collection of License fund.....	1,570.00
St. John's Police Force, Harbor Grace ditto Carbonear ditto Brigus and Twillingate ditto And other Outports	} 31,620.00
Governor of the Penitentiary.....	900.00
Turnkey, ditto	300.00
Two Assistants, St. John's.....	500.00
Keeper of Court House, Harbor Grace.....	50.00

OUTPORTS.

Sixteen Magistrates Six Clerks of the Peace Ten Gaolers Fifty Constables	{ as per detailed state- ment. } 18,878.00
	58,418.00

FERRIES.

Estimated Amount for this Service.....	3,071.00
	\$211,425.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$211,425.00

REPAIRS OF PUBLIC BUILDINGS.

Repairs, St. John's Court House.....	\$600.00	
“ “ Penitentiary	600.00	
“ Outport Court Houses and Gaols....	1,000.00	
“ Poor Asylum.....	400.00	
“ St. John's Hospital	600.00	
“ Custom House.....	100.00	
“ Colonial Building	400.00	
“ Block House	200.00	
“ Imperial Property, handed over to Newfoundland	1,000.00	
	<hr/>	4,900.00

POSTAL DEPARTMENT.

Estimated amount for this service..... 23,000.00

INTEREST ON PUBLIC DEBT.

Amount of Public Debt \$1,258,710.48:	
Interest, payable half-yearly.....	64,800.00
	<hr/>
Carried forward.....	\$304,125.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward] \$304,125.00

STEAM SUBSIDIES.

Postal Steam to the Westward.....	\$21,600.00	
Ditto Channel, West Coast and Labrador	4,000.00	
Ditto to the Northward.....	13,200.00	
Ditto to the Labrador.....	7,000.00	
Ditto to Conception Bay	6,500.00	
Ditto to and from Liverpool, St. John's, Halifax and America.....	69,120.00	
		121,420.00

RELIEF OF THE POOR.

The Commissioner.....	\$1,154.00	
Inspector.....	700.00	
Assistant.. ..	250.00	
District Surgeons, St. John's.....	925.00	
Gaol Surgeon, do	185.00	
Do Conception Bay	139.00	
District Surgeon, do	462.00	
Physician, Lunatic Asylum.....	1,385.00	
Two Physicians, St. John's Hospital.....	900.00	
Keeper of Poor Asylum.....	277.00	
Permanent and Casual Poor.....	75,000.00	
Servants and Paupers, Poor Asylum.....	10,000.00	
Ditto Lunatic Asylum.....	18,000.00	
Ditto St. John's Hospital....	9,000.00	
		118,377.00
Carried forward]		\$548,922.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$543,922.00

PENSIONS.

E. M. Archibald, late Attorney General ...	\$1,615.38	
B. G. Garrett, " Sheriff ..	1,269.23	
John Canning, " Collector.....	1,485.00	
Thomas Gaden, " Landing Waiter.....	924.00	
B. Sweetland, " Magistrate.....	693.00	
William Magill, " Keeper Penitentiary	693.00	
Widow Chancey ...	185.00	
Widow Buckley	116.00	
R. J. Pinsent, sr., late Judge Labrador Court	1,154.00	
G. H. Emerson " Master-in-Chancery and Clerk to Legislative Council.....	1,616.00	
E. L. Moore, " Landing Waiter.....	924.00	
Robert Bayly, " Sub-Collector, Trinity....	970.00	
Thomas Read, " Sub-Collector and Ma- gistrate, LaPoile.....	1,084.60	
J. C. Nuttall, " Sub-Collector, Brigus...	693.00	
Harriet Oke	200.00	
Patrick Burke.....	94.00	
Miss Solomon	231.00	
		13,947.21

EDUCATION.

Amount for Academies, under Consolidated Statutes, title 21, chap. 74	8,354.00	
Amount for Elementary Schools, under Con- solidated Statute, title 21, cap. 74.....	79,255.00	
		87,609.00
Carried forward.....		\$645,478.21

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$645,478.21

FOG AND NOONDAY GUN.

Two men at Fort Amherst, for Fog Gun	\$100.00	
One man at Signal Hill, for Noon Gun	48.00	
Ammunition	800.00	
		948.00

BLOCK HOUSE, SIGNAL STATION.

Two men's salaries, \$200 and \$180	380.00	
Fuel and Light	70.00	
Chronometer Time	100.00	
		550.00

MISCELLANEOUS.

Printing and Stationery	\$5,000.00	
Postage and Incidentals	400.00	
Insurance on Public Buildings.....	1,384.00	
Unforeseen Contingencies	2,807.00	
St. John's Gas Company.....	1,650.00	
Harbor Grace do	346.00	
Shipwrecked Crews	2,000.00	
Doras Society, St. John's.....	230.77	
Ditto Harbor Grace.	120.00	
Ditto Carbonear.....	115.38	
St. John's Factory.....	461.54	
Orphan Asylum, Industrial Department.. ...	230.77	
Ladies St. Vincent De Paul Society, St. John's	230.77	
Ditto ditto, Harbor Grace.....	120.00	
General Protestant Industrial Society, St. John's.....	461.54	
Carried forward.....	\$15,057.77	\$646,976.21

 ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward.....\$15,057.77 \$646,976.21

MISCELLANEOUS—(Continued.)

Agricultural Society, St. John's	\$1,553.84	
Ditto, Conception Bay.....	461.54	
Keeper Halfway House, Salmonier.....	162.00	
Cleansing St. John's Streets.....	1,600.00	
Labrador Revenue Cruiser.....	2,500.00	
Repairs of Town Clock.....	69.23	
Roads and Bridges.....	90,000.00	
Geological Survey.....	5,000.00	
Inspector of Weights and Measures.....	93.00	
Newfoundland Almanac.....	116.00	
In aid of Sewerage Account.....	800.00	
In aid of Water Company.....	167.20	
Light House or Alarm at Cape St. Francis....	20,000.00	
To encourage Home Industries.....	3,000.00	
Special vote for Public Works, \$1,000, per El- ectoral District.....	15,000.00	
Fitting Apparatus, Long Point, Twillingate	1,000.00	
Removing Dwelling-house, and erecting cov- ered way, Harbor Grace Island	2,000.00	
Carbonear Court House and Police Barracks	4,000.00	
Portugal Cove Wharf, renewal and extension	4,400.00	
To finish New Wing for males, Lunatic Asylum	2,000.00	
Water service, for ditto	1,000.00	
Boiler-house improvements ditto	1,000.00	
Chief Examiner of Masters and Mates and Har- bor Master.....	1,920.00	
Assistant Examiners, and Boat hire, &c.....	600.00	
		173,500.58
Brought forward.....		\$820,476.79

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward	\$820,476.79
Debiting \$95,017.32, Unexpended Legislative Grants, the balance on the 31st December, 1875, account is.....	65,986.27
Debenture due under St. John's Rebuilding Act	309.26
	<u>\$886,772.32</u>

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATED REVENUE FOR THE YEAR 1876.

Customs, including Labrador	\$785,000.00
Crown Lands	4,000.00
Postal	13,000.00
Licenses	6,000.00
Miscellaneous sources.....	9,139.00
Sewerage account, interest	3,461.00
St. Pierre Mail Service	1,600.00
Estimate Harbor Master's Dues and Examiners' Fees.....	2,500.00
Loan for Railway Survey, and new erections proposed to be built this year.....	60,000.00
	<u>884,700.00</u>
Balance against the Colony	2,072.32
	<u>\$886,772.32</u>

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES, FOR THE YEAR 1876,

ESTIMATED EXPENDITURE.

Long Point, Twillingate	\$1,400.00
Cann Island, Seldom-Come-By	840.00
Offer Wadham Island	1,300.00
Puffin Island, Greenspond	950.00
Cape Bonavista	1,850.00
Green Island, Catalina.....	1,600.00
Fort Point, Trinity	250.00
Baccalieu Island	2,000.00
Harbor Grace Island	1,300.00
Ditto Beacon	400.00
For Amherst.....	1,300.00
St. John's Leading Lights	200.00
Cape Spear	1,500.00
Ferryland Head	1,800.00
Cape Pine.....	1,600.00
Cape St. Mary's	1,800.00
Dodding Head	1,300.00
Brunette Island.....	1,300.00
Garnish.....	240.00
Belloram.....	390.00
Rocky Point, Harbor Briton.....	250.00
Boar Island, Burgeo	840.00
Rose Blanche	950.00
Channel Head	500.00
Contingencies	800.00
	<hr/>
	<u>\$26 660.00</u>

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES, FOR THE YEAR 1876.

ASSETS.

Balance due light Houses, from the year 1875....	\$1,678.33
Estimated amount of Light Dues, for the year 1876	24,981.67
	<u>\$26,660.00</u>

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Estimate for Defraying part of the Public Expenditure of the Colony of Newfoundland, for the year 1876.

MISCELLANEOUS SALARIES.

The Private Secretary to the Governor.....	\$924.00	
First Clerk in Colonial Secretary's Office	1,124.00	
Second Clerk ditto	800.00	
Clerk in Receiver General's Office.....	1,124.00	
Draughtsman and Assistant in Surveyor General's Office	1,124.00	
Topographical Assistant	960.00	
Deputy Surveyor	500.00	
Inspector of Public Buildings and Lighthouses	1,000.00	
Clerk ditto	600.00	
Keeper of Colonial Building.....	300.00	
Office Keeper, Colonial Secretary's Office.....	400.00	
Keeper Halfway House, Salmonier.....	162.00	
Gate Keeper, Government House.....	277.00	
Clerk in Financial Secretary's Office.....	800.00	
The Governor's Orderly.....	300.00	
Auditor of Public Accounts	1,000.00	
Assistant Clerk in Board of Works Office....	400.00	
Messenger to ditto	250.00	
	<hr/>	12,045.00
Carried forward.....		<hr/> \$12,045.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$12,045.00

JUDICIAL DEPARTMENT.

The Chief Clerk and Registrar, Supreme Court	\$1,800.00	
Clerk in Registrar's Office.....	600.00	
Stationery for ditto.....	93.00	
Sheriff's Bailiff, St. John's, and Keeper of Court House.....	550.00	
Crier and Tipstaff, St. John's	300.00	
Chief Clerk and Registrar, Northern Circuit Court	1,100.00	
Crown Prosecution	2,000.00	
To defray expenses of Inquests	600.00	
Circuits of Judges	5,600.00	
	<hr/>	12,643.00

POLICE DEPARTMENT.

One Inspector.....	1,440.00	
One Acting Sub-Inspector.....	500.00	
Two Head Constables.....	800.00	
Four Sergeants.....	1,280.00	
Two Acting Sergeants.....	584.00	
Forty-two Constables.....	11,288.00	
Allowance for Forage, &c., for Horses.....	1,336.00	
Probable cost of Clothing.....	1,600.00	
Ditto Repairs of Barracks.....	800.00	
Ditto Fuel and Light.....	240.00	
Ditto Furniture and Bedding.....	400.00	
Storekeeper's Allowance.....	48	
Incidentals, probable increase for Constabu- lary.....	2,560.00	
	<hr/>	<hr/>
Carried forward.....	\$22,876.00	24,688.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward.....\$22,876.00 \$24,688.00

POLICE DEPARTMENT.—(Continued.)

One Head Constable, Harbor Grace	\$368.00
One Sergeant, Ditto	320.00
Ten Constables, Ditto	2,688.00
Two Sergeants, Carbonear	640.00
Five Constables, Ditto	1,344.00
Two Constables at Bay Roberts.....	560.00
One Constable at Channel	280.00
One Constable at Burin	280.00
One Constable at Renews	280.00
One Acting Sergeant, Twillingate ...	292.00
One Constable, Ditto	280.00
One Constable at Heart's Content	280.00
One Acting Sergeant, Brigus	292.00
Two Constables, Ditto	560.00
One Constable, Ferryland.....	280.00
Clerk of the Peace, St. John's, and for collec- tion of License Fund.....	1,570.00
Governor of the St. John's Penitentiary.....	900.00
Turkey, Ditto	300.00
Two Assistants, Ditto	500.00
Keeper of Court House, Harbor Grace.....	50.00

OUTPORTS.

Sixteen Stipendiary Magistrates, { As per de- Six Clerks of the Peace, { tailed state- Fifty Constables, { ment. } Ten Gaolers, {	18,878.00
	<hr/> 53,818.00
Carried forward	\$78,506.00

 ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$78,506.00

RELIEF OF THE POOR.

District Surgeons, St. John's.....	\$925.00	
Gaol Surgeon, do	185.00	
District Surgeon, Conception Bay.....	462.00	
Gaol Surgeon, do	139.00	
Physician, Lunatic Asylum.....	1,385.00	
Medical Attendance, St. John's Hospital	900.00	
Commissioner of the Poor	1,154.00	
Inspector	700.00	
Assistant Inspector.....	250.00	
Keeper of the Poor House.....	277.00	
Permanent and Casual Poor, St. John's and Outports	75,000.00	
Servants and Paupers, Lunatic Asylum.....	18,000.00	
Ditto St. John's Hospital.....	9,000.00	
Ditto Poor Asylum	10,000.00	
	<hr/>	118,377.00

FERRIES.

Great Placentia	139.00	
Salmonier	116.00	
Mall Bay	80.00	
Colinet	116.00	
Portugal Cove	140.00	
Trinity	139.00	
Wopsail	116.00	
	<hr/>	<hr/>
Carried forward.....	\$846.00	196,883.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$846.00 \$196,883.00

FERRIES.—(Continued.)

Harbor Grace	\$140.00	
Random Sound, Trinity Bay	120.00	
Little St. Lawrence	47.00	
Holyrood	140.00	
Burin and Mud Cove	116.00	
Aquaforte	94.00	
Mortier Bay	116.00	
Connaigre Bay	139.00	
Fogo	47.00	
King's Cove to Amherst Cove	116.00	
Harbor Breton	120.00	
Harbor Breton to Jersey Harbor	140.00	
Burgeo to LaPoile	120.00	
LaPoile Harbor	140.00	
Greenspond to Ship Island	120.00	
Twillingate and Fogo	80.00	
Ragged Harbor	80.00	
Exploits, Burnt Island	80.00	
Riverhead, St. Mary's	50.00	
Greenspond to Mainland	80.00	
Packet Boat, Western Bay to Cape St. Francis and St. John's	140.00	
		3,071.00
Carried forward		\$199,954.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$199,954.00

FOG AND NOONDAY GUNS.

Two men at Fort Amherst, for Fog Gun	\$100.00	
One man at Signal, Hill for Noon Gun	48.00	
Ammunition	800.00	
		948.00

BLOCK HOUSE SIGNAL STATION.

Two men's salaries, \$200 and \$180	380.00	
Fuel and Light.....	70.00	
Chronometer Time	100.00	
		550.00

PUBLIC BUILDINGS.

Repairs St. John's Court House.....	600.00	
Ditto ditto Penitentiary	600.00	
Ditto Outport Court Houses and Gaols	1,000.00	
Ditto Poor Asylum.	400.00	
Ditto St. John's Hospital ..	600.00	
Ditto Custom House	100.00	
Ditto Colonial Building.....	400.00	
Ditto Block House	200.00	
Ditto Imperial Property handed over to Newfoundland	1,000.00	
Fuel and Light, Custom House	400.00	
Ditto Government House ...	1,400.00	
Ditto Colonial Building	700.00	
Supplies, Court Houses and Gaols	6,000.00	
		13,000.00

Brought forward		\$214,452.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$214,452.00

STEAM SUBSIDIES.

Postal Steam to the Westward	\$21,600.00	
Ditto Channel, West Coast and Labrador	4,000.00	
Ditto to the Northward	13,200.00	
Ditto to Conception Bay	6,500.00	
Ditto at the Labrador	7,000.00	
Ditto to and from Liverpool to St. John's, Halifax and America	68,120.00	
		121,420.00

MISCELLANEOUS GENERAL.

St. John's Gas Company	1,650.00	
Harbor Grace do	346.00	
Shipwrecked Crews	2,000.00	
Dorcas Society, St. John's	230.77	
Do Harbor Grace	120.00	
Do Carbonear	115.38	
Ladies, St. Vincent de Paul Society, St. John's	230.77	
Do do Harbor Grace	120.00	
General Protestant Industrial Society, St. John's	461.54	
St. John's Factory	461.54	
Orphan Asylum, Industrial Department	230.77	
Agricultural Society, St. John's	1,553.84	
Ditto Conception Bay	461.54	
Labrador Revenue Cruiser	2,500.00	
Printing and Stationery	5,000.00	
Carried forward	\$15,482.15	\$335,872.00

 ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$15,482.15 ~~\$395,872.00~~

MISCELLANEOUS GENERAL—(Continued.)

Postages and Incidentals	400.00	
Pension to Widow Chancey	185.00	
Ditto to Widow Buckley	116.00	
Ditto to Widow Oke	200.00	
Insurance on Public Buildings	1,384.00	
Unforeseen Contingencies	2,307.00	
Postal Service	23,000.00	
Repairs of Town Clock	69.23	
Carrying out Crown Lands Act	340.00	
Geological Survey	5,000.00	
Salary of Inspector of Weights and Measures	93.00	
Cleansing St. John's Streets	1,600.00	
Newfoundland Almanac	116.00	
In aid of Sewerage Account	800.00	
In aid of Water Company	167.20	
Pension to J. C. Nuttall, late Sub-Collector, Brigus	693.00	
Light House or Alarm at Cape St. Francis	20,000.00	
To encourage Home Industries	3,000.00	
Special vote for Public Works, \$1,000 per Electoral District	15,000.00	
Fitting Apparatus, Long Point, Twillingate	1,000.00	
Removing Dwelling-house and erecting cov- ered way, Harbor Grace Island	2,000.00	
Carbonear Court House and Police Barracks	4,000.00	
		96,952.58
		<hr/>
Brought forward		\$432,824.00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$432,824.58

MISCELLANEOUS GENERAL—(Continued.)

Portugal Cove Wharf, renewal and extension..	\$4,400.00	
To finish New Wing for males, Lunatic Asylum	2,000.00	
Water Service, for ditto	1,000.00	
Boiler-house improvements ditto	1,000.00	
Chief Examiner of Masters and Mates and Harbor Master	1,920.00	
Assistant Examiners, and Boat hire, &c.....	600.00	
		10,920.00
		<u>\$443,744.58</u>

JAMES J. ROGERSON,

Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Detailed Statement of Salaries to Stipendiary Magistrates, Clerks of the Peace, Constable and Gaolers, in the undermentioned Outports, for the year 1876.

Outports.	Magistrates' Salaries.	Clerks of the Peace, Salaries.	Constables.		Gaolers' Salaries.	Totals.
			No.	Salaries.		
Torbay			1	\$93		\$93
South Shore			1	116		116
Harbor Main			1	93		93
Cat's Cove			1	93		93
Brigus and Port-de-Grave	\$830	\$277	3	394	\$60	1,561
Harbor Grace		700			500	1,200
Carbonear	830	600				1,430
Western Bay			1	56		56
Hants Harbor			1	56		56
Old Perlican	700		1	93		793
Heart's Content			1	56		56
Trinity	830	277	2	172	140	1,419
New Harbor			1	56		56
Catalina			1	116		116
Bonavista	830	277	2	112	140	1,359
Tickle Cove			1	56		56
Salvage			1	56		56
Greenspond	693		1	116	84	893
Twillingate	830	277	2	172	93	1,372
Fogo	700		1	56		756
Exploits Bay			1	56		56
Witless Bay			1	56		56
Bishop's Cove			1	56		56
Lower Island Cove			1	56		56
Toad's Cove			1	56		56
Brigus South			1	56		56
Cape Broyle			1	56		56
Hermitage Bay			1	56		56
Ferryland	800		1	116	140	1,056
Carried forward..	\$7,043	\$2,408	32	\$2,526	\$1,157	\$13,134

ESTIMATES AND PUBLIC ACCOUNTS.

DETAILED STATEMENT.—(Continued.)

Outports.	Magistrates' Salaries.	Clerks of the Peace, Salaries.	Constables.		Gaolers' Salaries.	Totals.
			No.	Salaries.		
Brought forward	\$7,043	\$2,408	32	\$2,526	\$1,157	\$13,134
Aquaforte.....			1	56		56
Fermeuse			1	56		56
King's Cove			1	93		93
St. Mary's	280		1	116		396
Placentia.....	830		1	116	140	1086
Little Placentia			1	93		93
Oderin			1	56		56
Merashcen			1	56		56
Burin	800		1	116	140	1056
Grand Bank	700		1	56	70	826
Lamaline			1	56		56
Harbor Breton	462		1	116		578
Burgeo	500		2	112		612
Spaniard's Bay			1	56		56
Channel	500		1	56		556
Trepassey			1	56		56
Bird Island Cove			1	56		56
	\$11,115	\$2,408	50	\$3,848	\$1,507	\$18,878

RECAPITULATION.

16 Magistrates	\$11,115
6 Clerks of the Peace....	2,408
50 Constables	3,848
10 Gaolers.	1,507

\$18,878

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement shewing the Aggregate amount of the Public Debt of the Colony of Newfoundland, on the 31st Decemder, 1875, and the years in which the several portions of it are repayable.

Amount consolidated under Act 21st Vic. Cap. 3			\$5,814.58
Ditto	ditto	22nd " " 16	89,410.71
Ditto	ditto	23rd " " 12	23,076.93
Ditto	ditto	28th " " 18	100,000.00
Ditto	ditto	29th " " 20	100,000.00
Ditto	ditto	35th " " 12	335,338.00
Ditto	ditto	37th " " 11	207,692.64
Ditto	ditto	38th " " 12	10,000.00
Ditto	ditto	38th " " 22	60,000.00
Ditto	ditto	Con.Stat.Cap.61, Tit.17	40,000.00
			<u>\$971,332.86</u>
Amount repayable in the year 1876			\$309.26
Ditto	ditto	1877	670.90
Ditto	ditto	1878	100,000.00
Ditto	ditto	1879	15,192.90
Ditto	ditto	1880	300.00
Ditto	ditto	1882	780.00
Ditto	ditto	1883	50,200.00
Ditto	ditto	1884	160.00
Ditto	ditto	1885	533.60
Ditto	ditto	1888	38,910.00
Ditto	ditto	1889	24,166.96
Ditto	ditto	1890	23,076.00
Ditto	ditto	1891	19,652.00
Ditto	ditto	1892	3,426.00
			<u>\$287,377.62</u>
			<u>\$1,258,710.48</u>

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement of the Assets and Liabilities of the Colony of Newfoundland on the 31st December, 1875.

ASSETS.

Cash in the Union Bank.....	\$44,318.21
Customs' Bonds Outstanding.....	78,078.32
Balance due by Cape Race Light House and Fog Whistle accounts.....	24,543.09
	<hr/>
	146,939.62
Balance against the Colony	65,986.27
	<hr/>
	\$212,925.89

LIABILITIES.

Outstanding Warrants	\$86,684.40
Outstanding interest.....	29,409.84
Outstanding Treasury Notes	136.00
Balance due General Light House Account	1,678.33
	<hr/>
	117,908.57
Unexpended Legislative Grants.....	95,017.32
	<hr/>
	\$212,925.89

JAMES J. ROGERSON,
Receiver General.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE
YEAR ENDED, 31ST DECEMBER, 1875.

Expenditure for the under-mentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.	Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended balances, 31st Decr.,	Overdrawn accounts, 31st Decr., 1875.
Academy Act			\$7,154.80	\$7,154.84		
Do Do Carbonear.....			1,200.00	1,200.00		
Addresses, House of Assembly	\$646.50			646.50		
Agricultural Society, St. John's		\$75.49	1,553.84	1,553.84	\$75.49	
Do do Conception Bay			461.54	461.54		
Board of Health.				88.36		\$88.36
Board of Works Act			2,468.89	2,468.89		
Breakwater, Bonavista.....		1,384.62			1,384.62	
Do Burin		200.00		200.00		
Cape Race Light House and Fog Whistle			8,822.46	8,822.46		
Cape St. Francis Light House Erection			8,000.00		8,000.00	
Carrying out Crown Lands Act.....			340.00	391.89		51.89
Census		4,537.10		4,247.00	290.10	
Circuit Courts.....			5,600.00	5,656.89		56.89

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE
YEAR ENDED 31st DECEMBER, 1875.

Expenditure for the under-mentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.	Legislative Votes & Special Acts, 1875.	Expenditures, 1875.	Unexpended balances, 31st Dec., 1875.	Overdrawn accounts, 31st Dec., 1875.
Civil and Criminal Prosecutions			\$2,000.00	\$2,239.28		\$239.28
Cleaving St. John's Streets			1,600.00	3,376.50		1,776.50
Coastal Steam			38,060.00	29,821.00	\$8,239.00	
Coastal Steam Wharves....		1,499.37		1,615.66		115.79
Conception Bay Steam			6,462.00	7,327.15		865.15
Consolidation of Laws				523.55		523.55
Contingencies, Board of Works				1,302.13		1,302.13
Court Houses and Gaols, ordinary expenses			6,000.00	10,434.25		4,434.25
Crown Land's Act, 7 Vic....			4,585.95	4,585.95		
Dorcas Society, St. John's		230.77	230.77	461.54		
Do Harbor Grace....			120.00		120.00	
Do Carbonear			115.38	115.38		
Education Act, 21 Vic			27,518.98	27,518.98		
Do 29 do			1,154.00	1,154.00		
Do 33 do			3,066.52	3,066.52		

ESTIMATES AND PUBLIC ACCOUNTS.

Education Act, 37 Vic. } And Consolidated Statutes }		40,544.77	40,544.77		
Election expenses, 1874.....			1,807.85		1,807.85
Executive responsibility			7,066.01		7,066.01
Fuel and Light, Colonial Building		700.00	1,206.98		506.98
Do do Customs.....		400.00	343.60	56.40	
Do do Government House		1,500.00	1,866.65		366.65
Gas Co., Harbor Grace.....		346.00	346.00		
General Light Houses		33,511.40	30,952.18	2,559.22	
General Protestant Indus- trial Society	461.54	461.54		923.08	
General Water Company		167.20	167.20		
Geological Survey		5,000.00	5,684.18		648.18
Home Industries		4,000.00	136.60	3,863.40	
Importation of Black Cock	200.00				200.00
Do Moose Deer.....	138.29		260.53		122.24
Inflammable Oil Store		10,000.00	4,128.87	5,871.13	
Inquests, expenses of.....		700.00	680.03	19.97	
Insurance of Public Build- ings		1,384.00	1,301.75	82.25	
Jury Act.....		228.70	228.70		
Labrador Court Act		2,500.00	3,957.46		1,457.46
Labrador Mail Steam Ser- vice		7,000.00	8,080.00		1,080.00
Legislative Contingencies, 1874.....			521.00		521.00
Do do 1875.....		28,908.58	32,124.47		3,215.89

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE
YEAR ENDED 31st DECEMBER, 1875.

Expenditure for the under-mentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.	Legislative Votes & Special Acts, 1875.	Expenditures, 1875.	Unexpended balances, 31st Dec., 1875.	Overdrawn accounts, 31st Dec., 1875.
Lighting St. John's Streets			\$2,400.00	\$2,225.23	\$174.77	
Loan Act, 38 Vic., cap. 22			40,000.00	2,217.20	37,782.80	
Lunatic Paupers, expenses...			18,000.00	20,705.27		\$2,705.27
Miscellaneous Votes in Supply			417.00	417.00		
New Wing, Lunatic Asylum			3,000.00	4,959.90		1,959.90
Noon and Fog Gun, and repairs Blockhouse			1,698.00	1,735.72		37.72
Orphan Asylum (Industrial Department)			230.77	230.77		
Packet Service, Western Bay		140.00	140.00	280.00		
Poor Asylum			10,000.00	12,382.66		2,382.66
Poor in Factory			461.54	461.00	0.54	
Postal Department			23,000.00	25,637.83		2,637.83
Postal Steam from Liverpool			65,760.00	69,120.00		3,360.00
Postages and Incidentals			400.00	789.87		389.87
Printing and Stationery			6,000.00	6,041.77		41.77

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATES AND PUBLIC ACCOUNTS.

Propagation of Oysters.....	303.00		303.00	
Protection of Fisheries			220.00	220.00
Portugal Cove Wharf.....		800.00	113.53	686.47
Public Wharf, Bonavista.....	692.31			692.31
Public Works, Bay-de-Verds	702.11	1,333.33	1,283.50	751.94
Do Brigus and Port- de-Grave	2,041.25	1,333.33	3,286.52	88.06
Do Bonavista	916.99	1,333.33	1,612.19	638.13
Do Burgeo and La- poile	497.50	1,333.33	619.07	1,211.76
Do Burin	2,572.77	1,333.33	1,000.00	2,906.10
Do Carbonear	3,333.33	1,333.33		4,666.66
Do Ferryland	3,093.32	1,333.33	2,816.65	1,610.00
Do Fortune Bay.....	2,785.33	1,333.33	844.08	3,274.58
Do Harbor Grace.....	2,468.71	1,333.33	2,607.94	1,194.10
Do Harbor Main	645.04	1,333.33	1,978.37	
Do Placentia and St Mary's.....		1,333.33	1,127.26	206.07
Do St. John's East.....		1,333.33	1,274.93	58.40
Do do West		1,333.33	1,136.70	196.63
Do Trinity	819.95	1,333.33	426.37	1,726.91
Do Twillingate	216.42	1,333.33	464.96	1,084.79
Quarantine Act			1,909.55	1,909.55
Railway Survey		20,000.00	39,521.62	19,521.62
Registration of Voters.....			338.64	338.64
Relief of Poor		75,000.00	88,126.60	13,126.60
Repairs, Protestant Com- mercial Schools	99.62			99.62
Do Church of England do	160.25			160.25

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE
YEAR ENDED, 31st DECEMBER, 1875.

Expenditure for the under-mentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.	Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended balances, 31st Decr., 1875.	Overdrawn accounts, 31st Decr., 1875.
Repairs Colonial Building....			\$400.00	\$1,898.55		\$1,498.55
Do Court Houses and Gaols....			4,600.00	3,879.86	\$720.14	
Do Custom House, St. John's....			600.00	365.46	234.54	
Do Custom House, Harbor Grace			100.00		100.00	
Do Drill Shed.....			100.00	86.77	13.23	
Do Factory.....			100.00		100.00	
Do Government House Lodge.....			280.00	48.39	231.61	
Do Hospital.....			400.00	1,416.09		1,016.09
Do Imperial Buildings....			2,000.00	1,576.56	423.44	
Do Lunatic Asylum.....			1,200.00	1,758.25		558.25
Do Poor Asylum.....			1,000.00	774.92	225.08	
Do Queen's Wharf.....				80.08		80.08
Do Quidividi Hospital....			3,000.00	8,285.49		5,285.49
Do Town Clock.....			69.23	107.98		38.75
Retiring Allowances			13,190.31	13,190.81		

ESTIMATES AND PUBLIC ACCOUNTS.

Road Act, 28 and 26 Vic.....	2,346.44	.....	626.71	1,719.73	
Do 37 Vic.....	23,777.52	.....	21,484.21	2,293.31	
Do 38 Vic.....		104,671.53	80,722.64	23,948.89	
Salaries, Miscellaneous.....	758.00	47,671.00	47,860.98	568.02	
Do Special.....		47,426.28	47,426.28		
Sewerage, St. John's... .		800.00	800.00		
Sheep Preservation Act....		1,155.30	1,155.30		
Shipwrecked Crews.....		4,000.00	2,141.30	1,858.70	
Small-Pox Prevention Act....		224.50	224.50		
Support of Protestant Com- mercial Schools.....	41.32	.....	.....	41.32	
St. John's Hospital.....		9,000.00	9,870.12	870.12	
St. John's Police Force....		30,184.00	29,633.23	545.77	
St. John's Rebuilding Act (Cash).....		80.00	80.00		
St. Vincent de Paul Society, St. John's.....		230.77	230.77		
Do Do Harbor Grace.....		120.00	120.00		
Timber Act.. .		.....	500.00	500.00	
Timber Land Survey.....		1,600.00	2,703.92	1,103.92	
Twillingate Light House Erection.....	11,451.92	.....	11,451.92		
Unforeseen Contingencies....		2,307.00	2,301.39	5.61	
Weights and Measures Act..		93.00	215.85	122.85	
Western Mail Service, Channel.....		4,000.00	2,872.00	1,128.00	
	\$646.50	\$68,590.78	\$831,778.00	\$861,646.92	\$125,355.94
					\$85,987.58

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATES AND PUBLIC ACCOUNTS.

N. B.—The undermentioned sums have been dropped from Credit Balances, by direction of the Government, viz. :—

Cape St. Francis Light House erection.....	\$8,000.00
Coastal Steam	8,239.00
Fuel and Light, Customs	56.40
General Light Houses	2,559.22
Home Industries	3,863.40
Importation of Black Cook.....	200.00
Insurance on Public Buildings	82.25
Lighting St. John's Streets.....	174.77
Propagation of Oysters	303.00
Portugal Cove Wharf	686.47
Repairs, Court Houses and Gaols.....	720.14
" Custom House, St. John's....	234.54
" " Harbor Grace.....	100.00
" Drill Shed.....	13.23
" Factory	100.00
" Government House Lodge.....	231.61
" Imperial Buildings	423.14
" Poor Asylum.....	225.08
Salaries, Miscellaneous.....	568.02
Shipwrecked Crews.....	1,858.70
St. John's Police Force	545.77
To defray expenses of Inquests.....	19.97
Unforeseen Contingencies	5.61
Western Mail Service	1,128.00
	<hr/>
	\$30,338.62
Amount to be carried to new Account of 1876..	<u>95,017.32</u>

Financial Secretary's Office,
St. John's, Newfoundland,
31st December, 1875.

W. J. S. DONNELLY,
Financial Secretary.

Examined and found correct,
THOS. GLEN,
Auditor of Public Accounts.

REARERS ACCOUNTS

1884
 Dec 31 - Balance forward \$130,000.00
 To Cash \$130,000.00
 Total \$260,000.00

REARERS

Year	Account	Amount
1884	To Cash	\$130,000.00
1885	To Cash	\$130,000.00
1886	To Cash	\$130,000.00
1887	To Cash	\$130,000.00
1888	To Cash	\$130,000.00
1889	To Cash	\$130,000.00
1890	To Cash	\$130,000.00
1891	To Cash	\$130,000.00
1892	To Cash	\$130,000.00
1893	To Cash	\$130,000.00
1894	To Cash	\$130,000.00
1895	To Cash	\$130,000.00
1896	To Cash	\$130,000.00
1897	To Cash	\$130,000.00
1898	To Cash	\$130,000.00
1899	To Cash	\$130,000.00
1900	To Cash	\$130,000.00
1901	To Cash	\$130,000.00
1902	To Cash	\$130,000.00
1903	To Cash	\$130,000.00
1904	To Cash	\$130,000.00
1905	To Cash	\$130,000.00
1906	To Cash	\$130,000.00
1907	To Cash	\$130,000.00
1908	To Cash	\$130,000.00
1909	To Cash	\$130,000.00
1910	To Cash	\$130,000.00
1911	To Cash	\$130,000.00
1912	To Cash	\$130,000.00
1913	To Cash	\$130,000.00
1914	To Cash	\$130,000.00
1915	To Cash	\$130,000.00
1916	To Cash	\$130,000.00
1917	To Cash	\$130,000.00
1918	To Cash	\$130,000.00
1919	To Cash	\$130,000.00
1920	To Cash	\$130,000.00
1921	To Cash	\$130,000.00
1922	To Cash	\$130,000.00
1923	To Cash	\$130,000.00
1924	To Cash	\$130,000.00
1925	To Cash	\$130,000.00
1926	To Cash	\$130,000.00
1927	To Cash	\$130,000.00
1928	To Cash	\$130,000.00
1929	To Cash	\$130,000.00
1930	To Cash	\$130,000.00
1931	To Cash	\$130,000.00
1932	To Cash	\$130,000.00
1933	To Cash	\$130,000.00
1934	To Cash	\$130,000.00
1935	To Cash	\$130,000.00
1936	To Cash	\$130,000.00
1937	To Cash	\$130,000.00
1938	To Cash	\$130,000.00
1939	To Cash	\$130,000.00
1940	To Cash	\$130,000.00
1941	To Cash	\$130,000.00
1942	To Cash	\$130,000.00
1943	To Cash	\$130,000.00
1944	To Cash	\$130,000.00
1945	To Cash	\$130,000.00
1946	To Cash	\$130,000.00
1947	To Cash	\$130,000.00
1948	To Cash	\$130,000.00
1949	To Cash	\$130,000.00
1950	To Cash	\$130,000.00
1951	To Cash	\$130,000.00
1952	To Cash	\$130,000.00
1953	To Cash	\$130,000.00
1954	To Cash	\$130,000.00
1955	To Cash	\$130,000.00
1956	To Cash	\$130,000.00
1957	To Cash	\$130,000.00
1958	To Cash	\$130,000.00
1959	To Cash	\$130,000.00
1960	To Cash	\$130,000.00
1961	To Cash	\$130,000.00
1962	To Cash	\$130,000.00
1963	To Cash	\$130,000.00
1964	To Cash	\$130,000.00
1965	To Cash	\$130,000.00
1966	To Cash	\$130,000.00
1967	To Cash	\$130,000.00
1968	To Cash	\$130,000.00
1969	To Cash	\$130,000.00
1970	To Cash	\$130,000.00
1971	To Cash	\$130,000.00
1972	To Cash	\$130,000.00
1973	To Cash	\$130,000.00
1974	To Cash	\$130,000.00
1975	To Cash	\$130,000.00
1976	To Cash	\$130,000.00
1977	To Cash	\$130,000.00
1978	To Cash	\$130,000.00
1979	To Cash	\$130,000.00
1980	To Cash	\$130,000.00
1981	To Cash	\$130,000.00
1982	To Cash	\$130,000.00
1983	To Cash	\$130,000.00
1984	To Cash	\$130,000.00
1985	To Cash	\$130,000.00
1986	To Cash	\$130,000.00
1987	To Cash	\$130,000.00
1988	To Cash	\$130,000.00
1989	To Cash	\$130,000.00
1990	To Cash	\$130,000.00
1991	To Cash	\$130,000.00
1992	To Cash	\$130,000.00
1993	To Cash	\$130,000.00
1994	To Cash	\$130,000.00
1995	To Cash	\$130,000.00
1996	To Cash	\$130,000.00
1997	To Cash	\$130,000.00
1998	To Cash	\$130,000.00
1999	To Cash	\$130,000.00
2000	To Cash	\$130,000.00

THOMAS GLEN
 A list of 1-10 Accounts

 TREASURY ACCOUNTS.

1874. *Consolidated Statement of Revenue and Expenditure by the*

Dec. 31.—To balance in Treasury, viz:—

In Cash	\$36,619.14	
In Bonds	94,341.26	
		\$130,960.40

REVENUE.

1875.

Dec. 31.—To Customs' Revenue	\$744,028.53	
“ “ Crown Lands	3,160.70	
“ “ Timber Lands	874.06	
“ “ Postal Revenue	12,750.00	
“ “ St. John's Hospital	820.40	
“ “ Lunatic Asylum	66.84	
“ “ Dog Licenses	22.00	
“ “ Sheriffs' Fees	82.50	
“ “ Clerks of Court Fees	871.45	
“ “ Patent Fees	25.00	
“ “ Clerks of Peace Fees	490.24	
“ “ Licenses	5,532.87	
“ “ Fines and Forfeitures	773.50	
“ “ Repayments	6,171.50	
“ “ Loan, Cap. 61, Title 17	42,940.00	
“ “ Do 38 Vic., Cap. 12	10,700.00	
“ “ Do do do 22	60,000.00	
“ “ Premium on Debentures	10,384.58	
“ “ General Light Houses	28,216.75	
“ “ General Water Company	14,721.44	
“ “ Cape Race Light House	1,827.03	
		944,450.37
“ “ Outstanding Warrants	86,684.40	
“ “ Outstanding Interest	29,409.84	
		116,094.24
		<u>\$1,191,514.01</u>

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

 TREASURY ACCOUNTS.

Receiver General, for the year ending 31st December, 1875.
1874.

Dec. 31.—By	Outstanding Warrants.....	\$97,187.20	
“	“ Outstanding Interest.	31,136.61	
			<u>\$128,323.81</u>

EXPENDITURE.

1875.

Dec. 31.—By	Total amount of Warrants drawn on the Receiver Gen- eral, for the year 1875.....	861,646.92	
“	“ Interest on Public Debt.....	61,436.36	
“	“ Interest on Floating Debt.....	2,065.10	
“	“ Debentures paid off.....	923.85	
“	General Water Company.....	14,721.44	
			<u>940,793.67</u>

Dec. 31.—By	Balance in Treasury, viz.		
“	“ In Cash.....	\$44,318.21	
“	“ In Bonds	78,078.32	
			<u>122,396.53</u>
			<u>\$1,191,514.01</u>

JAMES J. ROGERSON,
Receiver General.

 BOARD OF WORKS.

 CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works, on account of Light Houses, for
the year ending 31st December, 1875.*

General Light Houses	\$1,899.83
Fort Amherst	1,319.86
Leading Lights	146.63
Harbor Grace Light	1,419.04
Harbor Grace Beacon	377.13
Baccalieu	1,642.77
Green Island	1,512.82
Bonavista	1,895.46
Wadhams	1,375.26
Cape Spear	1,528.88
Ferryland	1,586.00
St. Mary's	1,700.55
Cape Pine	1,564.88
Dodding Head	1,524.33
Brunette	1,269.69
Puffin Island	978.86
Rose Planche	979.95
Belloram	239.77
Fort Point	255.66
Cann Island	854.42
Boar Island	862.87
Rocky Point	1,327.51
Garnish	216.48
Channel Head	629.05
Crockers's Cove, Point Beacon	864.20
Twillingate	2,740.79
General Repairs, Light Houses	739.49

BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditure by the Board of Works, on account of Light Houses, for the year ending 31st December, 1876.—(Continued.)

MEMORANDUM,—

\$2,499.77 of above amount repaid to Receiver General, being charged to the following services:

Public Works Fortune Bay, cost of alterations, Rocky Point Light.....	\$1,069.09
Public Works, Burgeo and Lapoile, for expenditure on Channel Head Light.....	566.48
Public Works, Carbonear, for cost of Lantern, &c., Crocker's Cove Point Beacon..	864.20

\$2,490.77

\$28,452.41

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

Board of Works,
Dec. 31st, 1875.

BOARD OF WORKS.

CONSOLIDATED STATEMENT

*Of Expenditures by the Board of Works, for the year ending December
31st, 1875.*

	Expended.	Unexpended.
Public Works, St. John's West	\$1,134.45	\$198.88
Public Works, St. John's East	1,274.93	58.40
Public Works, Harbor Grace	2,607.94	1,206.22
Public Works, Port-de-Grave	3,286.32	83.26
Public Works, Harbor Main	1,987.77	
Public Works, Carbonear	884.20	5,554.49
Public Works, Bay-de-Verds	1,311.50	751.94
Public Works, Trinity	1,045.17	1,726.91
Public Works, Bonavista	1,708.42	638.13
Public Works, Twillingate and Fogo	558.42	1,084.79
Public Works, Ferryland	2,816.65	1,610.00
Public Works, Placentia and St. Mary's	1,491.94	206.07
Public Works, Burin	3,781.87	324.33
Public Works, Fortune Bay	1,644.39	3,274.58
Public Works, Burgeo and LaPoile	619.07	1,211.76
	\$26,153.04	\$17,934.66

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

Board of Works,
Dec., 31, 1875.

 BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditures by the Board of Works, for the year ending December 31st, 1875.

Lunatic Asylum.....	\$20,705.27
Hospital Expenses	9077.91
Fever Hospital.....	792.21
Poor Asylum.....	12,382.66
Expenses Court Houses and Gaols....	10,484.25
Repairs St. John's Court House and Penitentiary.....	3,046.88
Repairs Outport Court Houses and Gaols.....	832.98
Repairs Hospitals	1,416.09
New Wing, Quidi Vidi Hospital	8,285.49
Repairs Poor Asylum.....	774.92
Repairs Colonial Building.....	1,898.55
Repairs Lunatic Asylum.....	1,758.25
New Wing, Lunatic Asylum.....	4,959.90
Repairs Custom House.....	365.46
Repairs Imperial Buildings.....	1,576.56
Fuel and Light Government House.....	1,866.65
Fuel and Light Custom House.....	343.60
Fuel and Light Colonial Building.....	1,206.89
Contingencies, Board of Works	1,302.13
Cleansing St. John's Streets.....	3,376.50
Block House.....	617.55
Fog and Noon Gun.....	1,118.17
Constabulary	2,405.04
Costal Steam Wharves.....	1,615.66
Insurance on Public Buildings.....	1,287.86
	<hr/>
	<u>\$93,447.52</u>

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

Board of Works,
Dec., 31, 1875.

BOARD OF WORKS.

CONSOLIDATED

*Of Expenditure by the Board of Works, on Main Lines of Roads,
year ending 31st*

ROAD.	BALANCES, 37th Vic.	GRANT.
Bennett's Mill to Goulds.....		\$500.00
Old Placentia Road to Topsail Road.....		200.00
LeMarchant Road.....		400.00
South Side Road.....		600.00
St. John's to Portugal Cove.....	\$175.89	500.00
St. John's to Cape St. Francis, via Pouch Cove.....		700.00
St. John's to Cape Spear.....	146.39	400.00
St. John's to Brigus.....		1000.00
Goulds to Renewes.....		1200.00
Renewes to Trepassey.....	843.33	1000.00
Salmon Cove, Gaster's.....	21.20	100.00
Cat's Cove, Collier's, and Bacon Cove.....	150.00	150.00
Holyrood, through Seal Cove.....	88.00	100.00
Holyrood to Witless Bay.....	191.85	650.00
Error in Act 36 Vic.....		139.70
Holyrood to Placentia.....		1000.00
Brigus to Carbonear.....	341.25	1000.00
Spaniards Bay to New Harbor.....	7.42	630.00
New Harbor to Heart's Content.....		600.00
Carbonear to New Perlican.....	527.32	1200.00
Carbonear to Bay-de-Verds.....	118.74	1250.00
Bay-de-Verds to Red Head.....		100.00
Salmon Cove Bridge to Heart's Content Road.....	3.80	400.00
New Perlican to Grate's Cove.....	23.37	1100.00
Dildo to Chance Cove.....	248.10	400.00
New Harbor to Dildo.....	104.50	100.00
Old Perlican to Lower Island Cove.....	92.32	400.00
Grate's Cove to Bay-de-Verds.....	78.53	200.00
Old Perlican to Bay-de-Verds.....	81.20	200.00
Trinity to Bonavista.....	194.20	1080.00
Trinity to King's Cove.....	425.95	1000.00
Trinity to Plate Cove or Indian Arm.....	136.37	300.00
Catalina to Bird Island Cove.....	187.40	300.00
Carried forward.....	\$4187.13	\$18899.70

BOARD OF WORKS.

STATEMENT

under Act 36 Vic., Cap. 2, and Balances from 37 Vic., for the December, 1875.

EXPENDITURE.	UNEXPENDED.		OVEREXPENDED.
	By Board of Works.	By Financial Statement.	
\$464.41	\$35.59		
200.00			
400.00			
600.00			
513.81	12.08	\$150.00	
700.00			
424.39	22.00	100.00	
900.00	.....	100.00	
1095.91	.....	104.09	
1038.25	205.08	600.00	
21.20	.....	100.00	
.....	.....	300.00	
151.50	36.50		
889.10	92.45		
975.40	24.60		
1222.88	118.37		
634.75	2.67		
556.48	43.52		
1536.20	191.12		
1157.64	211.10		
100.00	.....	
228.40	.....	175.40	
1038.65	.....	84.72	
633.95	14.15		
70.60	33.90	100.00	
451.50	40.82		
233.00	45.53		
206.90	.....	74.30	
1094.20	.....	180.00	
945.63	.....	480.32	
279.77	56.60	100.00	
263.90	.....	223.50	
\$19,028.42	1,186.08	\$2,872.33	

BOARD OF WORKS.

CONSOLIDATED
Of Expenditure by the Board of Works, on Main Lines of Roads,
year ending 31st

ROAD.	BALANCES, 37th Vic.	GRANT.
Brought forward.....	\$4187.18	\$18899.70
Trinity to British Harbour.....	287.55	600.00
King's Cove to Tickle Cove	146.19	200.00
Upper Amherst Cove to Catalina.....	.....	300.00
Greenspond to Cape Freels.....	38.51	700.00
Brooklands to Indian Arm.....	1007.25	1200.00
Salvage to Happy Adventure.....	463.50	500.00
Cat Harbor to Ragged Harbor.....	189.35	200.00
Seldom-Come-Bye to Fogo.....	353.10	327.00
Tizzards Harbor to Moreton's Harbor.....	.....	200.00
Moreton's Harbor to Western Head	93.46	150.00
Western Head to New Bay.....	.....	40.00
Cape Freels to Gander Bay	223.34	433.00
New Bay Head to Fortune Head .....	.....	100.00
Twillingate to Bluff Head and Gillards Cove..	27.23	150.00
Tilton Harbor to Fogo.....	182.35	160.00
Round Harbor to Tilt Cove	200.00	100.00
Jackson's Arm to King's Cove.....	103.07	200.00
North West Arm to Burton's Pond.....	84.00	150.00
Exploits to Sergeant's Cove.....	13.03	150.00
Round Harbor to Snook's Arm.....	35.00	100.00
Snook's Arm to Burton's Pond... ..	47.00	100.00
Twillingate to Long Point.....	120.35	50.00
Trepassey to St. Mary's.....	86.40	200.00
Western Shore, Placentia Bay.....	300.00	300.00
Placentia to Little Placentia.....	276.00	500.00
Salmonier to St. Mary's.....	.....	400.00
Placentia to Cape Shore	318.60	1000.00
Branch to Distress	621.95	650.00
Burin to Grand Bank.....	1085.08	2200.00
Burin to Garnish.....	119.75	490.00
Grand Bank to Garnish.....	4.90	200.00
Harbor Breton to Belloram.....	637.95	1000.00
Carried forward	\$11,252.04	\$31,949.70

BOARD OF WORKS.

STATEMENT

under Act 36 Vic., Cap. 2, and Balances from 37 Vic., for the December 1875.

EXPENDITURE.	UNEXPENDED.		OVEREXPENDED.
	By Board of Works.	By Financial Statement.	
\$19,028.42	\$1,186.08	\$2,872.33	
584.35	3.20	300.00	
291.45	54.74		
286.06	13.94		
586.56	.....	151.95	
1802.28	104.97	300.00	
494.85	68.65	400.00	
249.08	40.27	100.00	
445.35	7.75	227.00	
100.00			
199.46	.....	44.00	
40.00			
336.90	86.44	233.00	
90.30	9.70		
116.75	60.48		
169.86	12.49	160.00	
154.91	45.09	100.00	
303.07			
234.00			
155.62	7.41		
20.00	15.00	100.00	
147.00			
114.85	5.50	50.00	
286.40			
368.76	31.24	200.00	
731.65	44.35		
400.00			
1239.80	.....	78.80	
931.60	190.35	150.00	
2150.60	234.48	900.00	
240.80	.....	368.95	
13.80	.....	191.10	
1121.45	1.50	515.00	
\$33,535.98	\$2,223.63	\$7,442.13	

BOARD OF WORKS.

CONSOLIDATED
Of Expenditure by the Board of Works, on Main Lines of Roads,
year ending 31st

ROAD.	BALANCES, 37th Vic.	GRANT.
Brought forward.....	\$11,252.04	\$31949.70
Harbor Breton to Connaigre	41.00	100.00
Belloram to St. Jacques.....	100.00	100.00
Harbor Breton to Gaultois.....	157.00	200.00
Miller's Passage to Little Bay	73.50	300.00
Hermitage Cove to Pass Island.....	322.00	400.00
Beau Harbor to Bay L'Argent.....	839.15	1000.00
Burgeo and LaPoile Roads	595.01	700.00
Upper and Lower Burgeo.....	49.45	200.00
LaPoile to Plante	60.50	200.00
Rose Blanche to Channel	62.40	600.00
Harbor LeCou to Rose Blanche	38.45	200.00
King's Cove to Plate Cove.....	116.80	200.00
Bonavista to Bird Island Cove.....	100.00	100.00
Greenspond to English Harbor.....	8.32	200.00
Postal Road, Harbor Grace	200.20	1200.00
Brigus to Nine Island Pond.....	39.42	150.00
Hall's Town to Snow Pond	15.10	350.00
Jackson's Arm to Western Arm .....	.....	100.00
Big Wild Cove to Little Bay Island, Twillingate	46.80	100.00
Lush's Bight to Ward's Harbor .....	.....	50.00
S. H. Little Bay Island to Soolian's Cove .....	.....	50.00
Jenkins Cove to French Beach.....	18.01	100.00
Northern Mail Route .....	.....	2000.00
St. Shott's to Cape Pine	413.60	500.00
Heart's Ease to Butter Cove	49.97	60.00
Brigus, Goulds to Long Harbor	1345.15	.....
Channel to Cape Ray	88.05	.....
Black Island Tickle to Kyen Cove .....	.....	100.00
Shoal Bay to Fogo.....	.....	100.00
Jackson's Arm to Birchy Cove .....	.....	50.00
Carried forward.....	\$16,082.02	\$41,359.70

BOARD OF WORKS.

STATEMENT

under Act 38 Vic., Cap. 2, and Balances from 37 Vic., for the December, 1875.

EXPENDITURE.	UNEXPENDED.		OVEREXPENDED.
	By Board of Works.	By Financial Statement.	
\$33,535.98	\$2,223.63	\$7,442.13	
149.00	.....	.....	8.00
201.49	.....	.....	1.49
353.45	3.55	.....
89.00	.....	284.50	
432.00	.....	290.00	
1,499.15	.....	340.00	
1,194.05	.....	100.96	
197.20	.....	52.25	
260.50	.....	.....
232.99	129.41	300.00	
209.75	28.70	.....
220.93	.....	95.87	
126.40	.....	73.63	
200.00	8.32	.....
1,233.47	66.73	100.00	
162.60	26.82	.....
41.30	123.80	200.00	
100.00	.....	.....
120.30	26.50	.....
50.00	.....	.....
50.00	.....	.....
88.10	29.91	.....
1,188.97	.....	811.03	
250.00	163.60	500.00	
102.40	7.57	.....
19.47	1,325.78	.....
66.50	21.55	.....
96.20	3.80	.....
52.00	48.00	.....
50.00	.....	.....
\$42,573.20	\$4,237.67	\$10,590.34	\$9.49

BOARD OF WORKS.

CONSOLIDATED
*Of Expenditure by the Board of Works, on Main Lines of Roads,
 year ending 31st*

ROAD.	BALANCES, 37th Vic.	GRANT.
Brought forward	\$16,032.02	\$41359.70
Hare Bay to Fogo.....		100.00
Knight's Cove to Amherst Cove.....	74.61	200.00
Connaigre to Gaultois		100.00
Torbay to Bauline.....		250.00
Pouch Cove to Portugal Cove, via Bauline....		300.00
Manuel's to Price's.....		100.00
Seal Cove to Indian Arm.....	30.10	
	\$16,136.73	\$42,409.70

Examined and found correct,

THOMAS GLEN,
 Auditor of Public Accounts.

Board of Works,
 Dec. 31st, 1875.

BOARD OF WORKS.

STATEMENT

under Act 36 Vic., Cap. 2, and Balances from 37 Vic., for the
December 1875.

EXPENDITURE.	UNEXPENDED.		OVEREXPENDED.
	By Board of Works.	By Financial Statement.	
\$42,573.20	\$4,237.67	\$10,590.34	\$9.49
66.75	33.25		
77.10	37.51	160.00	
.....	.....	100.00	
250.00			
300.00			
99.50	0.50		
2.90	27.20		
\$43,369.45	\$4,336.13	\$10,850.34	\$9.49

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

 BOARD OF WORKS.

Detailed Statement of Expenditure of by the Board of Works, on account of Roads, St. John's East, for the year 1875.

Jan. 4.—	To Job Brothers & Co., Measuring Tape.....	\$4.20	
April 1—	To Expenditure, Clearing Snow.....	483.98	
“ “	J. Walsh, Sticks for Bridges.....	25.00	
5	“ M. J. Power, repairing Court House Steps.....	3.00	
“ “	M. J. Power, repairs Sledge....	1.20	
“ “	M. Walsh, paving Gower Street, 74 perches.....	2.20	
“ “	M. Tucker, repairing Tank, Gower Street.....	0.60	
“ “	T. McKenzie, painting house....	14.00	
30	“ Jas. Rickets, clearing snow, Belvidere.....	20.00	
May 11—	“ Jas. Rickets, do do....	11.00	
13	“ P. Hutchins, Boxes, clearing snow	2.40	
“ “	J. Devreaux, repairing road.....	2.50	
22	“ Clearing snow, Water Street.....	12.90	
28	“ W. Dunn, Pine River road.....	6.00	
“ “	Quidi Vidi road.....	20.85	
29	“ Harding's road.....	6.30	
“ “	Water Street and crossings....	32.20	
June 4	“ Quidi Vidi Road, per R. Walsh...	24.00	
5	“ Crossings, Water Street.....	33.43	
“ “	White Cat Hill road.....	2.80	
“ “	Clearing snow, Military road.....	15.21	
			729.77
“ “	Harding's Road.....	17.90	
“ “	Quidi Vidi Road.....	12.50	
7	“ Ditto per E. Christopher..	2.50	
“ “	Battery road, Quidi Vidi.....	12.60	
11	“ Kenney's Pond road.....	13.10	
“ “	Harding's road.....	13.70	
“ “	Major's Path.....	20.40	
“ “	White Cat Hill.....	1.95	
“ “	Side Walks, Gower Street....	7.50	
“ “	Crossings, Water Street.....	25.45	
12	“ Thos Whelan, two wheelbarrows	9.00	

BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's East, for the year 1875.—(Continued.)

June 12	To J. H. Warren and others, arbitration fees, White Cat Hill..	\$20.00	
"	" Torbay roads, from where most required	145.62	
"	" Pine River road, per M. Malone	4.00	
20	" Major's Path	25.10	
"	" Water Street.....	22.80	
"	" Kenney's Pond road	19.79	
"	" Marsh Hill	3.30	
			377.21
"	" Theatre Hill, side walks.....	14.60	
"	" Gower Street.....	10.56	
"	" L. Comerford, 1 Lanthorn ...	0.70	
"	" R. Winton, printing contract forms.....	3.00	
22	" M. J. Power, iron work.....	4.20	
26	" Major's Path... ..	25.10	
"	" Quidi Vidi road.....	0.60	
"	" Kennys Pond road.....	23.62	
"	" King's road... ..	5.90	
"	" Duckworth Street.....	7.90	
"	" Marsh Hill.....	4.20	
"	" Barnes's Lane.....	6.70	
"	" McBride's Hill.....	2.60	
"	" Gower Street.....	26.53	
"	" Water Street.....	3.05	
"	" Jno. Dwyer, Rawlins's Cross by Irvin's	48.00	
29	" James Gleeson, nails, &c.....	7.79	
July 2	" Kenny's Pond road	18.08	
			213.13
"	" Gower Street.....	11.00	
"	" Marsh Hill.....	2.80	
"	" Military road	8.66	
"	" Long Pond bridge	15.60	
"	" Major's Path	24.65	
10	" Kenny's Pond.....	23.31	
"	" Military road	25.54	
"	" Major's Path	32.40	

BOARD OF WORKS.

*Detailed Statement of Expenditure by the Board of Works, on account of
Roads, St. John's East, for the year 1875.*

July 10—	To White Cat Hill.....	\$10.40	
"	" Nunnery Hill.....	12.10	
"	" Ball Alley	6.60	
"	" Long Pond bridge.....	15.40	
"	" Barnes's Lane	17.53	
"	" P. Power, Quidi Vidi Cemetery	5.00	
13	" P. Wheeler, Williams's Pond.....	20.00	
"	" J. W. McCoubrey, advertizing..	5.83	
"	" Jos. Wheeler, Contract Kerivin's house to Parsons's bridge....	20.00	
16	" Major's Path	13.20	
"	" New Town road.....	20.93	
"	" King's road.....	26.86	
"	" White Cat Hill	17.30	
			335.11
"	" Water Street.....	8.20	
"	" Long Pond bridge.....	14.10	
"	" Quidi Vidi road.....	23.20	
"	" Prescott Street.....	20.46	
"	" Kenny's Pond.....	19.80	
17	" Public Ledger, advertising roads	7.75	
"	" Ed. Duder, plank, Long Pond bridge	30.57	
"	" Ed. Duder, Quidi Vidi road....	22.40	
24	" Water Street.....	29.56	
"	" Queen Street to Bake House....	27.40	
"	" Military road.....	2.40	
"	" Rawlins's Cross to Long Pond	14.93	
"	" White Cat Hill	23.92	
"	" New Town road.....	36.63	
"	" Freshwater road.....	22.03	
26	" White Hills, Patrick Power.....	7.00	
31	" Water Street	19.23	
"	" Duckworth Street	29.35	
			359.02
"	" Military road	11.10	
"	" White Cat Hill.....	14.83	
"	" Rennie's Mill Road.....	13.75	
"	" New Town road.....	33.43	

 BOARD OF WORKS.

*Detailed Statement of Expenditure by the Board of Works, on account of
Roads, St. John's East, for the year 1875.—(Continued.)*

July 31—	To Freshwater road	\$26.51	
" "	" Queen's bridge	9.40	
" "	" Leary's bridge	7.80	
" "	" Clift, Wood & Co., plank, Quidi Vidi road.....	1.59	
" "	" Ditto, ditto	2.84	
" "	" Jas. Ricketts, Belvidere Cemetery	4.00	
" "	" J. & W. Boyd, plank, Pringle's bridge	27.50	
" "	" J. & W. Boyd, plank, Allen's bridge	10.17	
" "	" Ditto, deals	1.52	
" "	" T. Whelan, three wheelbarrows	13.50	
Aug. 8	" W. Hafey, repairing bridge, gulleys....	10.00	
7	" New Town road....	18.65	
" "	" Long's Hill.....	22.60	
" "	" Oxen Pond.....	44.30	
" "	" Freshwater.....	7.40	
" "	" Quidi Vidi	14.35	
" "	" W. Brine, Pine River road	4.00	
" "	" Nuntery Hill road.....	3.40	
			\$302.64
" "	" Queen's bridge.....	19.50	
" "	" Marsh Hill.....	6.35	
" "	" Bake house.....	17.90	
" "	" New Town.....	19.80	
" "	" Duckworth street.....	28.00	
" "	" Candles, Leary's bridge.....	0.40	
" "	" Paving Long's Hill.....	1.20	
20	" Quidi Vidi road.....	22.00	
" "	" Steer's road.....	27.80	
" "	" Duckworth street.....	42.63	
" "	" Prescott street.....	7.06	
" "	" King's bridge.....	5.10	
26	" 10 per cent. contingencies.....	406.18	
" "	" Duckworth street.....	1.40	
" "	" Rawlins's Cross to Irvin's.....	9.00	
28	" Duckworth street.....	3.60	
Sept. 3	" W. Mullins, cartage.....	0.80	

BOARD OF WORKS.

Detailed Statement of Expendiure by the Board of Works, on account of Roads, St. John's East, for the year 1875.—(Continued.)

Sept. 3	To Cathedral hill.....	\$8.74	
" "	" Pringle's bridge, Rennie's mill road.....	15.85	
		<hr/>	\$643.31
4	" Rawlins's Cross to Irwin's.....	4.20	
9	" Flavin's Lane.....	3.10	
"	" Rawlins's Cross.....	5.70	
"	" Water Street.. ..	15.75	
17	" Flavin's Lane.....	23.53	
"	" Nunnery Hill... ..	2.53	
"	" Military road	14.70	
"	" P. Wheeler, Williams's Pond road	20.00	
24	" Labor, cleansing	1.60	
"	" Constructing drain, Duckworth Street	14.85	
"	" Filling do do	5.80	
"	" Clearing drain, Church of England School house.....	4.20	
"	" Clearing water tanks.....	2.10	
"	" Do do	5.40	
"	" Do do	4.60	
"	" Do J. Roust, paving stones	6.00	
"	" Do Gratings.....	5.25	
"	" Cost of Flags	412.55	
"	" J. Kelly, Williams's Pond road..	8.00	
"	" J. Gleeson, nails and cordage..	7.89	
"	" Signal Hill road.....	6.20	
		<hr/>	573.95
30	" Rennie's Mill Road.....	4.50	
Oct. 4	" Job Brothers, nails, Long Pond Bridge	5.95	
"	" J. W. McCoubrey, road forms ..	5.50	
6	" J. & W. Boyd, plank, Long Pond bridge	0.85	
"	" " scantling, Grove bridge	13.70	
"	" " plank, King's bridge..	9.79	
"	" " board, Nunnery Hill...	6.41	
"	" " board, Flavin's lane.....	4.27	
8	" Duckworth street.	14.50	
"	" King's Road... ..	10.60	

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's East, for the year 1875.—(Continued.)

Oct. 8.—	To Prescott street.....	\$9.46	
" "	" Signal Hill	3.10	
" "	" M. Hamilton, paving Military road	3.20	
15	" Duckworth street.....	34.35	
" "	" Long's Hill.. ..	7.65	
18	" M. J. Power, smith work.	5.72	
21	" R. Wheeler, building bridge.....	4.00	
" "	" William's pond	22.50	
22	" Old Chapel lane.....	7.60	
			\$173.65
" "	" New Town road.	4.20	
" "	" Nunnery Hill.....	1.95	
" "	" Long's Hill.....	7.53	
" "	" Queen's Road.....	11.90	
" "	" Ball Alley road.....	3.10	
" "	" Clearing gratings.....	2.20	
" "	" T. Kelly, Williams's Pond road....	16.00	
" "	" John Shaughren, Neagle's Hill..	12.00	
" "	" E. Duder, plank for Freshwater....	31.22	
29	" Water street.....	8.05	
" "	" Queen's road.	5.03	
" "	" Market House hill.....	5.13	
Nov. 2	" E. Duder, scantling, Long's lane	4.74	
" "	" Clearing gratings.....	7.10	
" "	" Market House hill.....	7.25	
" "	" Gower street.....	3.18	
" "	" P. Ryan, repairs Queen's bridge	2.00	
12	" Duckworth street.....	22.96	
" "	" Court House hill.....	14.63	
19	" Monk's Town road.....	14.95	
" "	" King's bridge road.....	2.40	
			187.52
" "	" Cathedral street	3.60	
" "	" Duckworth street.....	14.10	
20	" P. Hallahan, Pine River.....	20.40	
" "	" M. Malone, ditto	14.80	
" "	" M. Fennessey ditto	32.00	
26	" Duckworth street.	32.30	
" "	" Monkstown.....	2.55	

BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's East, for the year 1875.—(Continued.)

Nov. 26.	—To Nunnery hill.....	\$7.50	
" "	" " Opposite Court House...—	12.60	
Dec. 1	" " Jas. Tracey, Major's path.....	12.00	
2	" " Wm. Walsh, flags.....	11.60	
3	" " Duckworth street sewer.....	27.18	
" "	" " Star of the Sea, platform.....	10.80	
" "	" " Clearing steps, Market House hill.....	2.40	
17	" " Thos. Roach, Pine River road....	12.00	
" "	" " P. Byrne, clearing Market house steps	2.40	
18	" " M. Malone, Pine River road....	12.00	
" "	" " Michael Leaming, ditto	7.00	\$230.23
23	" " J. & W. Boyd, board, Duckworth street.....	1.84	
" "	" " W. & G. Rendell, ditto ditto	1.98	
24	" " P. Byrne, clearing Market house steps.....	2.40	
	Expenditure on account following roads:		
" "	" " Portugal Cove roads.....	642.32	
" "	" " Torbay road.....	732.16	
" "	" " Flat Rock road	302.82	
" "	" " Pouch Cove road.....	461.00	
" "	" " Belle Isle and Lance Cove.....	376.95	
" "	" " Outer Cove, Middle Cove and Logy Bay	308.30	
" "	" " Indian Meal road	194.00	
" "	" " Logy Bay road	109.83	
" "	" " Outer Cove road	171.00	
" "	" " Middle Cove road	127.00	
" "	" " Torbay to Bauline	160.45	
" "	" " Pouch Cove to Portugal Cove via Bauline	367.45	
28	" " J. Gleeson, rails	1.00	
" "	" " Duckworth Street sewer.....	41.13	
" "	" " Platform, Star of Sea Hall	4.80	
" "	" " Peter Doyle, road by Leary's.....	18.00	
31	" " Balance unexpended.....		4,031.43
			151.27
			<hr/> \$8,308.24

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's East, for the year 1875.—(Continued.)

Jan. 1.—	By Balance, 37th Vic.....	\$396.49	
Mch. 1	“ Public Works, St. John's, ap- propriation, clearing snow....	87.49	
Oct. 27	“ Cash for 6 flags sold.....	1.20	
Dec 23	“ Major's Path, balance, 1874 ..	4.00	
24	“ Contingent, East.....	77.26	
		<hr/>	566.44
“	“ Grant, 1875.....		7,741.80
			<hr/>
			<u>\$8,308.24</u>

JOHN STUART,
Secretary.

Examined and found correct,
THOS. GLEN,
Auditor of Public Accounts.

Board of Works,
Dec., 31, 1875.

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.

Jan. 4	—To James Carroll, Freshwater, by Kenmount.....	\$1.80	
" "	" P. & L. Tessier, plank, nails, bridge	8.90	
" "	" General Water Co., hydrants..	6.50	
31	" James Bryan, compensation for land, Kenmount by Topsail	40.00	
" "	" J. Walsh, sticks for bridges....	2.00	
Mch. 1	" Expenditure clearing snow	459.35	
24	" J. Walsh, sticks for bridges	23.00	
31	" J. Carroll repairing road leading to George's Pond.....	8.00	
Apl. 10	" J. & W. Boyd, 1200 feet of deal, Barking Kettle bridge.....	35.77	
" "	" Ed. Duder, rope, hauling snow...	2.00	
" "	" E. Molloy, hammers	1.60	
16	" Stephen Reddicks, Deer's marsh to Whiteway's	8.00	
30	" Baird, Bros., scantling per J. Lester.....	6.54	
May 6	" Wm. Baird, Freshwater Bay..	9.60	
8	" Clearing Water courses.....	1.20	
" "	" Sleigh hire, per D. Brien.....	1.30	
" "	" R. Kelly and Wm. Sinnott, Bay Bulls road, clearing snow	8.32	
" "	" Thos. Spratt, laying crossings, Water Street	2.50	
" "	" Labor, constructing do	6.70	
" "	" Cartage sand.....	1.00	
			\$634.08
20	" Labor, preparing gravel	30.98	
" "	" J. Cormack, contract posters....	1.50	
" "	" W. Baird & Crew, Freshwater....	20.40	
27	" Ditto ditto	20.40	
29	" Preparing gravel.....	35.70	
" "	" Job's bridge, repairs by J. Skeans	1.00	
" "	" Warren's Cove	2.00	
" "	" Water Street crossings.....	6.50	

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.—(Continued.)

June 5—	To Clearing sewers, Radford's Cove	\$6.30	
" "	" Removing stones, Patrick street	25.53	
" "	" Boat hire to King's wharf, South Side	0.60	
" "	" Crossings, Water Street	12.40	
7	" J. Carroll, Pennywell road, by George's pond	8.20	
11	" Clearing nuisance boxes, filling cellars	14.30	
" "	" Crossings, Water street	12.60	
" "	" Lime Kiln hill	11.20	
" "	" Patrick Street drains	14.95	
20	" Water Street	15.90	
" "	" Preparing gravel	19.85	
" "	" Barter's Hill	7.80	
" "	" Plank road	12.60	
			\$280.71
30	" Clearing sewers	12.90	
" "	" Carter's Hill	14.00	
" "	" Plank road	1.00	
" "	" R. Winton, printing notices	3.00	
22	" Allen & Goudie, drinking cup and pan	2.10	
23	" Ed. Walsh, Water Street	3.35	
" "	" John Walsh, rail, Kilbride	12.00	
26	" George Street	19.50	
" "	" Water Street	67.54	
" "	" Plank road	7.24	
" "	" Lazy Bank to Munday's Pond	8.85	
" "	" J. Mullooney, iron work for gratings	10.60	
" "	" M. Murphy and Brennan	4.50	
" "	" Posters	1.00	
" "	" Walkers, Pearl Town	5.00	
" "	" J. & W. Stewart, plank for streets	3.44	
29	" J. Whiteway, Deer's Marsh pond	5.50	
30	" E. Duder, nails, plank, &c., Barter's Hill	3.44	
" "	" Ditto, ditto, Plank road	19.52	
			204.48

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875,—(Continued.)

July 2—To	Lazy Bank road	\$31.00	
" "	Water Street.....	47.30	
6	Thos. Walsh, Pennywell road....	2.50	
" "	Tank lane.....	25.10	
" "	Gas House, Water Street.....	10.95	
" "	Plank road.....	2.25	
12	Opposite Gas Works.....	5.07	
" "	Barter's Hill....	1.40	
13	J. W. McCoubrey, advertising....	5.84	
" "	P. & L. Tessier, Plank road, longers	1.20	
" "	J. T. Burton, road posters.....	1.00	
16	Freshwater road.....	16.40	
" "	Clearing drains.....	6.85	
" "	Water Street.....	5.85	
" "	Plank road....	0.65	
17	F. Walsh, painting pumps.....	7.00	
" "	Ditto, ditto,	4.00	
" "	Public Ledger, advertising....	7.75	
24	Freshwater road.....	45.30	
" "	Dunscomb's road.....	30.40	
" "	Pennywell road.....	20.75	
			\$278.56
July 31	J. Coughlan, Old Placentia road..	\$8.00	
" "	Ed. Duder, nails, Apple tree well.	3.60	
" "	Ditto do for Bridges	8.00	
" "	J. & W. Boyd, 68 feet board....	1.05	
" "	Jno. Lester, Lunatic Asylum to Dun's Bridge... ..	16.00	
" "	P. Walsh, Whiteway's to Old Placentia	8.00	
" "	T. Whelan, repairs Wheelbar- rows.....	4.80	
" "	W. Hasey, bridge, Deer's Marsh	8.00	
Aug. 2	J. Whiteway, Old Placentia road.	20.00	
" "	Patrick Kane, Contract.....	8.00	
" "	Wm. Sinnott, repairs	8.00	
" "	J. Quigly, west end Monday's Pond to Topsail road.....	4.00	
" "	P. Fagan, account Contract....	4.00	

BOARD OF WORKS.

*Detailed Statement of Expenditure by the Board of Works, on account of
Roads, St. John's West, for the year 1875.—(Continued.)*

Aug. 3	To W. Hafe, repairs bridge gulleys.	\$10.00	
" "	" George and Waldegrave streets.	14.20	
7	" Freshwater road	13.31	
14	" Pennywell road.....	9.73	
" "	" Where most required	66.47	
" "	" Gregory Griffin	7.50	
			\$212.66
" "	" George Ruby, Heavy Tree road..	7.00	
" "	" Ditto Ruby road	17.00	
20	" J. Whiteway, Kenny's and Lundrygan's road	40.00	
" "	" Stuart and Rennie's cove.....	0.70	
" "	" Adelaide street	6.30	
21	" Wm. Carroll, Walker's farm....	5.00	
" "	" Jas. Quigly, Black Marsh road..	4.00	
" "	" Patrick Kane, on account contract	2.00	
" "	" Wm. Flynn, repairing bridge ..	1.00	
26	" 10 per cent. contingencies	282.57	
27	" Clearing and repairing sewers..	17.15	
28	" Thos. Stamp, Pennywell and George's Pond	35.00	
" "	" P. Fagan, Munday's Pond to Topsail.....	20.00	
Sept. 3	" Opening sewer, Lazy Bank....	2.30	
9	" Platform, Stewart's cove	23.23	
" "	" P. Kane, account contract.	10.00	
" "	" Jas. Doyle, do	8.00	
" "	" P. Fagan, do	5.00	
" "	" Holdsworth street	7.43	
" "	" John Roust	0.70	
18	" Jas. Quigly, Blackmarsh road..	4.00	
			498.38
24	" Lazy Bank watering place....	5.97	
" "	" Clearing water course, Lime Kiln Hill	5.45	
" "	" Ditto Gratings	13.70	
" "	" Ditto Water courses.....	13.80	
" "	" Ditto Comerford's shute	3.60	
" "	" Ditto Tanks.....	12.05	
" "	" Ditto do	10.00	

 BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.

Sep. 24	—To Ditto Apple Tree Well and side drains	\$11.40	
" "	" Ditto clearing tanks and pumps	3.00	
" "	" Ditto do drains and gratings	19.25	
" "	" Proportion cost Flags, per head Road Act.....	279.05	
30	" M. Crotty, southside Munday's Pond	34.00	
" "	" Laurence Byrne, contract.....	45.60	
Oct. 1	" Jas. Gleeson, Nails, cordage, &c..	5.78	
" "	" George street	3.85	
" "	" Samuel Ruby, Ruby road ...	13.50	
" "	" J. Elliot, glass lanthorn	1.60	
" "	" P. Fagan, Munday's Pond road to Topsail road.....	20.00	
4	" James Quigly, balance contract.	9.00	
			\$510.60
" "	" J. W. McCoubrey, road forms....	5.50	
6	" W. Sinnott, repairs bridge	5.00	
" "	" J. & W. Boyd, lumber	19.52	
" "	" Do do plank road	3.20	
" "	" Nuisance boxes, Mullins's bridge	1.80	
13	" Jas. Doyle, Hayes to Bay Bull's road.. ..	12.00	
15	" Gower street	7.14	
16	" Thomas Walsh, Pennywell....	8.00	
" "	" J. L. Duchemin, repairing pump, James's street.....	3.27	
" "	" J. L. Duchemin, nails, Springdale.....	3.27	
" "	" J. L. Duchemin, Tank lane	7.50	
" "	" Do pump, Patrick St.	6.45	
" "	" Do Cook's Town pump	12.75	
" "	" Gower street, per Murphy and Doyle	9.20	
18	" M. J. Power, smith work	0.70	
22	" Waldegrave street.....	2.40	
" "	" New Gower street.....	1.20	
" "	" Freshwater... ..	1.50	

BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.—(Continued.)

Oct. 22	—To P. & L. Messier, rails and nails	\$4.82	
27	“ E. Duder, plank.....	26.19	
			\$143.81
Oct. 29	“ Gower street.....	8.40	
	“ Nuisance boxes	2.10	
“	“ J. L. Duchemin.....	3.23	
Nov. 2	“ E. Duder, Lumber	6.69	
“	“ Ditto water closets, River head....	8.14	
5	“ Water street.....	3.30	
“	“ Job's Lane.....	13.35	
“	“ Mullins's Bridge.....	1.00	
9	“ Jas. Doyle, Pearl Town.....	3.00	
10	“ John Lester to Dunscomb's bridge	23.50	
“	“ Job's lane.....	8.25	
“	“ Cribbies, repairs pump	3.00	
13	“ W. Baird, Freshwater.....	19.55	
16	“ J. Doyle, Hayes to Bay Bulls road	20.00	
18	“ D. Moran, Old Bay Bulls road....	10.00	
“	“ W. Baird, Freshwater	0.45	
19	“ W. Hafey do	28.00	
“	“ T. Walsh, road to T. Walsh's.....	30.00	
“	“ Stewart's Cove.....	7.40	
			199.36
“	“ Warren's Cove.....	3.50	
23	“ M. Brennan, Gregory Griffin's road	7.50	
25	“ M. Hayse, Hayse's road to Old Bay Bull's road	23.50	
26	“ P. Fagan, Cock Pit road	5.00	
27	“ J. Murphy	12.00	
“	“ J. Whiteway, Old Placentia to Topsail road	19.50	
“	“ P. Murray, Stewart's cove	4.40	
Dec. 3	“ James's street, cross drains and pumps... ..	9.00	
“	“ Patrick Kane, Munday's pond..	2.00	
“	“ James Kearney, balance contract	5.50	
“	“ Edwin Duder, 4 shores.....	0.40	
23	“ J. & W. Boyd, scantling	5.13	

BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.—(Continued.)

Dec. 23—	To Edwin Duder, nails	\$1.68	
" "	Do plank & scantling	1.55	
24	" Water Street	3.60	
" "	" Expenditure on acct. following Roads:		
" "	" Broad Cove roads	329.90	
" "	" Petty Harbor Roads	964.36	
" "	" Blackhead settlement	140.00	
" "	" Petty Harbor, from junction Bay Bull's Road	227.50	
		<hr/>	\$1,766.02
" "	" Maddock's Cove to Black Head	100.00	
" "	" Freshwater towards Topsail	66.19	
" "	" Le Marchant road	176.36	
" "	" South Side road	83.00	
" "	" Contingent West	42.58	
28	" Jas. Gleeson, nails	0.40	
		<hr/>	468.53
31	" Balance unexpended		504.09
			<hr/>
			\$5,701.28

BOARD OF WORKS.

Detailed Statement of Expenditure by the Board of Works, on account of Roads, St. John's West, for the year 1875.—(Continued.)

Jan. 1.—	By balance, 37 Vic.....	\$159.35	
" "	" " Public Works, St. John's,—		
" "	" " Appropriation clearing snow.....	300.00	
Oct. 27	" " Cash, 6 flags sold.....	1.20	
		<u> </u>	\$460.55
Dec. 31	" " Grant, 1875		<u>5,240.73</u>

\$5,701.28

JOHN STUART,
Secretary.

Examined and found correct,
THOS. GLEN,
Auditor of Public Accounts.

Board of Works,
Dec., 31, 1875.

FINANCIAL SECRETARY'S ACCOUNTS.

Consolidated Statement of Expenditure for the undermentioned Services.

Addresses House of Assembly.....	\$646.50
Board of Health.....	88.36
Carrying out Crown Lands Act.....	391.89
Census.....	4,247.00
Circuit Courts.....	5,656.89
Civil and Criminal Prosecutions.....	2,239.28
Consolidation of Laws ..	523.55
Crown Lands Act.....	4,585.95
Election expenses, 1874.....	1,807.85
Executive Responsibility.....	7,066.01
Geological Survey.....	5,684.18
Home Industries.....	136.60
Inquests, expenses of.....	680.03
Jury Act.....	228.70
Labrador Court Act.....	3,957.46
Labrador Mail Steam Service.....	8,080.00
Miscellaneous Votes in Supply ..	417.00
Postages and Incidentals.....	789.87
Printing and Stationery.....	6,041.77
Protection of Fisheries.....	220.00
Quarantine Act.....	1,909.55
Registration of Voters ..	338.64
Sheep Preservation Act ..	1,155.30
Shipwrecked Crews ..	2,141.30
Small Pox Prevention Act.....	224.50
St. John's Police Force.....	29,638.23
Timber Act.....	500.00
Unforseen Contingencies.....	2,301.39
Weights and Measures Act.....	215.85

W. J. S. DONNELLY,
Financial Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts

Financial Secretary's Office,
St. John's, Newfoundland,
31st December, 1875.

 TIMBER LANDS SURVEY.

*Detailed Statement of Expenditure on account of Timber Lands Survey,
for the year ending Dec. 31st, 1875.*

June 9—	To Bowring Brothers, axes, &c ...	\$34.69	
" "	" " Goodfellow & Co., biscuit	11.60	
" "	" " T. McConnan, stationery	4.65	
" "	" " Henry Earle, carpenter work ..	10.90	
" "	" " J. F. Chisolm, Blank Books, &c.,	2.20	
" "	" " George Gear, tinware	2.45	
" "	" " M. Thorburn, 1 canoe	24.00	
" "	" " Job Pros. & Co., codfish, tea, &c.	75.27	
" "	" " J. McLarty & Son, chain pins..	2.09	
" "	" " John Hawley, grindstones, &c..	3.00	
" "	" " James Murray, flour, biscuit, &c.	30.63	
" "	" " E. Smith & Co., bacon, &c....	65.90	
" "	" " W. Hogan, portage straps.....	6.00	
" "	" " J. McKenzie, axe pockets, &c ..	6.20	
" "	" " Jas. Baird, coffee, vinegar, &c	4.60	
" "	" " Allen Goudie, tinware	49.20	
" "	" " Thos. McMurdo & Co., medicines	10.83	
" "	" " C. Hutchings, making 2 tents and tarpaulin....	81.60	
" "	" " John Maher, account wages....	8.00	
" "	" " P. Hutchins, blankets....	2.30	
			\$436.11
" "	" " S.S. <i>Hercules</i> , transport of C. H. McLeod and party to Bay Is- lands	89.00	
" "	" " George Elmsly, bacon, &c . . .	62.30	
" "	" " John Steer, provisions.....	98.34	
25	" " J. L. Knight, advances to men shipped at Channel....	118.44	
" "	" " John Evans, board of 7 men at Channel, messenger to Cod Roy and Comn.....	34.00	
" "	" " Mrs. Cozens, boarding at Channel	1.00	
" "	" " E. L. Jarvis, insurance on goods per <i>Leopard</i>	2.75	
July 19	" " John Maher, wages	68.25	
" "	" " Jas. Haliday, wages and expenses	91.15	

TIMBER LANDS SURVEY.

*Detailed Statement of Expenditure on account of Timber Lands Survey,
for the year ending 31st Dec., 1875.—(Continued.)*

Aug. 7—	To S.S. <i>Leopard</i> , freight provisions, to Twillingate.....	5.15	
“ “	John McNeil, balance wages....	27.15	
“ “	Richard Adams do.....	42.00	
“ “	William Hall do.....	42.00	
“ “	Allan McArthur do.....	86.35	
“ “	Hugh Gillies do.....	88.35	
“ “	John Maher do.....	62.77	
“ “	John Evans, advance per R. Adams	6.00	
“ “	Ditto do W. Hall	3.40	
“ “	Ditto J. McNeil's passage.. . . .	4.00	
		<hr/>	932.40
20	“ John Evans, expenses J. Leary	2.10	
“ “	Do Downey's passage to Cod Roy.....	4.00	
“ “	M. Kinsella, cartage utensils, &c. to Crol... ..	0.80	
27	“ C. H. McLeod, C.E., disbr. ac- count, viz., :—		
	Telegrams to agents S.S. <i>Tiger</i> .	0.50	
	Fish for use on board <i>Hercules</i>	0.40	
	Labor.....	0.50	
	W. Petrie, rope, blankets, leath- er, per vouch. 1, 2 and 3....	58.61	
	2 poles for boat.....	1.00	
	3 lbs. biscuit	0.25	
	M. Bolan, board of men	5.00	
	Bread and flour, for crossing country	1.50	
	John Maher, account wages....	19.90	
	3 mens passages, Bay of Islands to Channel.....	12.00	
	boarding John Maher 5 days... passage do from Channel	5.00	
	truckage in St. John's	11.00	
	J. B. Tobin, bake pot, tin plates	2.00	
	E. Duder, axe, grindstone, &c.	5.42	
	Owen & Earle, saucepan, nails, &c.....	4.72	
		2.15	

 TIMBER LANDS SURVEY.

*Detailed Statement of Expenditure on account of Timber Lands Survey,
for the year ending 31st Dec., 1875.—(Continued.)*

Aug. 27—To C. H. McLeod, C.E., disbr: ac-	
count, viz., :—	
Owen & Earle, provisions.....	\$7.80
8½lbs. rope, 20 cts	1.70
Cash per Charles Francis.....	6.95
Do Elias Harris.....	4.00
Chas. Francis, balance wages for self, son and boat hire....	49.05
Robert Hodder, 1 month's wages.....	36.00
Elias Harris, balance.....	32.00
R. Gillingham, 1 month's wages	36.00
A. Hodder do do	36.00
Jas. Brinson do do	36.00
Thos Peyton, boat and crew to Gander Bay.....	78.00
Painting canoe.....	1.00
Cash advanced to McArthur....	3.80
Do do Gillies....	2.00
Discount on orders cashed, \$200	5.00
Board of men at St. John's....	3.00
Passage, self and men from Twillingate to St. John's....	15.00
Passage and board, 2 men, St. John's to Cod Roy.....	22.00
Tracing paper, &c.....	0.85
1 yard drawing paper.....	1.50
Travelling expenses, Montreal to St. John's.....	51.50
Mrs. Simms, 27 days boarding	43.20
Travelling experses, St. John's to Montreal.....	51.50
Salary 4½ month, at \$133 ³³ / ₁₀₀ per month.....	600.00
	<hr/>
	\$1,253.80

TIMBER LANDS SURVEY.

*Detailed Statement of Expenditure on account of Timber Lands Survey,
for the year ending 31st Dec., 1875.—(Continued.)*

		Cr.	
Aug. 31	—By C. H. McLeod, proceeds of provisions and utensils sold by him	\$35.55	
Dec. 31	“ Order from John Maher, credited by C. H. McLeod, July, 6 not yet to hand, now reserved to agree with account, Financial Secretary.....	30.00	
“	“ Difference on order from Thos. Peyton for \$57.70, overstated by C. H. McLeod	1.00	
“	“ Grant, 1875, for Engineer, Surveyor Roads and Bridges, engaged in the service of Timber Lands Survey	1,600.00	
“	“ Warrants for Expenditure	1,103.92	
		2,770.47	
St John's N. F.			
Dec. 31, 1875.			

J. O. FRASER, Agent.

Examined and found correct,

Vouchers produced for every item of Expenditure.

THOS. GLEN,
Auditor of Public Accounts.

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.

May 11—To S. S. Newfoundland, passages of Engineers..... vouch.	1	\$250.19	
“ “ Ditto, freight.....	2	74.24	
“ “ James Murray, provisions per Ramsay's party.....	3	185.73	
“ “ Ditto, do, Lynch's party	3	171.26	
“ “ Ditto, do, Austin's party	3	150.66	
“ “ George Gear, tinware, &c.....	4	69.30	
“ “ Goodfellow & Co., 11 bags bread.....	5	63.80	
“ “ Job, Brothers, & Co., pork, codfish, &c.....	6	505.20	
“ “ Do, tea, pickles, &c..	7	251.12	
“ “ Do, lines, &c... ..	8	1.35	
“ “ Do, axes, powder, &c	9	5.15	
“ “ Do, 12 lbs. tea, on passage, Ramsay's party....	10	7.20	
“ “ N. Stabb & Son, sugar, &c....	11	251.30	
“ “ Bowring Bros., rice, soap, &c	12	33.17	
“ “ Do, blankets, &c.....	13	62.39	
“ “ Jas. Elliot, kettles, ovens, &c	14	71.40	
“ “ M. Monroe, rugs.....	15	28.80	
“ “ Jas. Baird, lime juice.....	16	17.50	
“ “ Do coffee, &c.....	17	21.00	
“ “ E. Smith & Co. yeast, &c.....	18	75.79	
			2,296.55
“ “ Job, Bros. & Co. bread, pork, &c., for passage.....	19	35.00	
“ “ J. F. Chisholm, Stationery.....	20	22.20	
“ “ Baine Johnston & Co. oatmeal lime juice.....	21	24.00	
“ “ J. McKenzie, covering for instrument.....	22	7.25	
“ “ W. D. Morrison, soap, salt, &c	23	21.76	
“ “ J. F. Chisholm, 3 bags....	24	1.65	
“ “ Wm. Hogan, portage straps...	25	105.30	
“ “ Baird, Brothers, rugs and towelling.....	26	11.94	
“ “ Baird, Brothers, blankets, &c	27	18.80	
“ “ T. McConnan, rubber bands	28	0.74	
“ “ Jas. Baird, 2 rugs.....	29	4.20	

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

	“	“	T. W. Spry, cheese, butter, &c., Ramsay.....	30	\$14.49	
	“	“	Hayse, Brothers, 32 iron bound kegs.....	31	31.85	
	“	“	John Hawley, axes.....	32	24.60	
	“	“	Jas. Baird, 4 boxes tea, &c....	33	127.27	
	“	“	George Elmsly, bacon and tea	34	120.69	
	“	“	Ditto oatmeal, butter, &c.	35	27.15	
	“	“	R. Peace & Co., dippers, &c.	36	2.82	
	“	“	Job Bros. & Co., lead, &c.....	37	1.30	
	“	“	T. McKenzie, oiling tarpaulin	38	38.00	
	“	“	George Dicks, making tents, &c.....	39	442.27	
	“	“	Proprietor <i>Public Ledger</i> , printing forms....	40	31.00	
						\$1,114.28
June 9	“	“	George Willar, altering 5 tents	41	109.33	
	“	“	W. A. Austin, cartage provisions to <i>Leopard</i>	42	4.90	
	“	“	T. McMurdo, & Co. medicines	43	37.70	
	“	“	T. McConnan, account book	44	6.10	
	“	“	E. Smith & Co. pork, hams, &c	45	81.25	
	“	“	Jas. Fox, storage, 13 days....	46	52.00	
	“	“	Chas. Hutchings, tents, &c per Austin and Lynch....	47	94.50	
	“	“	John McKenzie, leather, per Austin.....	48	12.00	
	“	“	S. S. <i>Leopard</i> , freight, provisions to <i>Exploits</i>	49	45.30	
	“	“	Do, passage W. Austin & party	49	125.70	
	“	“	Thos. Andrews, camp equipage.....	50	305.05	
	“	“	Dawe and Jarvis, tents....	51	154.00	
11	“	“	A. L. Light, services as Chief Engineer, organizing the Railway Survey, from 21st April to 16th June, including return to Quebec, 49 days, exclusive of Sundays, at £5.....	52	980.00	
			Travelling expenses from			

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending Dec. 31st, 1875.—(Continued.)

	Quebec to Ottawa, and return by express order of Mr. Sandford Fleming, to arrange staff and other preliminaries with him there	53 ¹	\$46.00	
	Travelling expenses, Quebec to Halifax.....	54	38.75	
				\$2,092.58
June 11	" St. John's Nfld., to Halifax	55	20.00	
"	" Halifax back to Quebec.....	56	38.75	
"	" Cartage, &c, per A. Bradshaw	57	17.36	
"	" Powder flask.....	58	1.25	
"	" Halifax Hotel bill for Staff....	59	329.78	
"	" McMillan, for chains, &c....	60	37.50	
"	" Expenses of 7 of Staff to Halifax	61	454.61	
"	" Freight and expenses, canoes	62	112.97	
"	" Cogswell, astronomical instruments.....	63	39.00	
"	" Andrew Keenan, cab hire ...	64	15.00	
"	" Paid hacks and luggage, Halifax.....	65	14.50	
"	" Do, in St. John's	66	6.50	
"	" Sundries	67	4.22	
"	" Rent of Chronometer	68	4.00	
"	" Paid for 6 pocket compasses	69	4.75	
"	" Field glass for Ramsay's party	70	18.00	
"	" Sundry telegrams.....	71	21.64	
"	" E. L. Jarvis, Agent, prem. insurance on shipments per <i>Hercules, Leopard, and Voyager</i> , £1,825, at 1½ per cent	72	92.25	
"	" Owners sch. <i>Voyager</i> , hire per F. J. Lynch and party, to Bay Bulls Arm	73	120.00	
				1,352.11

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

June 11	“ boarding of men delayed by non sailing at time appointed, per agreement.....	74	\$83.20	
“	“ boarding per W. Nolan, do	75	6.20	
“	“ J. W. Foran board of Engineers	76	100.00	
“	“ Mrs. Simms do	77	64.00	
“	“ Mrs. Warrington do	78	154.00	
“	“ Job Bros. &c. striped Hessian	79	11.12	
“	“ J. C. Leslie, expenses crew Bay-de-North for Indians..	80	8.00	
“	“ S. S. <i>Hercules</i> , hire per Ramsay's party, St. George's Bay, less 1 bag bread, \$4.80	81	471.20	
“	“ S. S. <i>Leopard</i> passage money omitted.....	82	4.50	
				\$902.22
30	“ C. Anderson for 24 bags bacon, 4,124 lbs at 14½ cts.	83	597.98	
	2 cases bacon, 1,040 lbs. 14½ cts.....	83	150.80	
	2 cases rolled ditto, 1032lbs 15½ cts.....	83	159.96	
	3 sacks hains, 588 lbs at 14½ cts.....	83	85.26	
	2 ditto, 515lbs at 14½ cts	83	74.67	
	6 brls beans, 22 1-60 bushels at \$1.90....	83	41.83	
	3 brls. dried apples, 549 lbs at 11 cts	83	60.39	
	14 cases mutton, 504 lbs., at 16 cts.....	83	80.64	
	5 cases vegetables, 628 lbs, at 16 cts	83	100.48	
	1 doz. extracts beef.....	83	8.50	
	2 doz. do at \$6....	83	12.00	
	8 cases soup and builie, 572 lbs. at 16 cts.....	83	91.52	
	36 lbs. Cooks' baking powders, at 30 cts.....	83	10.80	

RAILROAD SURVEY.

Detailed statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.

June 30	"	3 lbs. yeast cake	83	\$3.30	
		Wharfage and truckage	83	4.15	
		5 cases and packing, at \$1.25	83	6.25	
		H. H. Fuller	83	66.65	
					\$1,555.18
	"	" Forsyth & Co., Halifax, medicines	84	15.00	
	"	" S. Carnell, 15 white ash cra- dles, paddles and knees	85	75.00	
	"	" Do, 6 white ash poles, solid sockets	85	10.20	
	"	" Do, 32 leather shoulder pieces	85	17.50	
	"	" 3 Drawing boards and rul- ers	85	9.00	
	"	" Newman & Co., expenses of 2 men, Bay Despair, for In- dians	86	6.00	
	"	" Diet of men, and 4 men to Connaigre Bay with tel- egrams	86	7.00	
	"	" Do, passage 4 men, Bay Despair to H. B.	86	4.00	
	"	" Do board, 4 men, Harbor Breton	86	12.00	
	"	" Do boat hire, &c.	86	46.90	
	"	" Do expenses, In- dians to Exploits, Austin's party	86	26.15	
July 30	"	Telegraph Company, mes- sages to date	87	138.85	
Aug. 18	"	Waggons per men, and provi- sions, St. John's to Placen- tia	88	88.50	
					456.10
	"	" George Elmsly, bacon, addi- tional for Lynch's party	89	35.78	
	"	" G. Browning & Son, flour and bread, Lynch's party	90	40.10	
	"	" Job Bros. & Co., canvas for packing provisions	91	12.27	

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

Aug. 18	To George Gear, axes, kettles, &c vouch.	92	\$5.10	
" "	H. W. Seymour, bacon, bread, tea, &c.	93	34.98	
" "	Way expenses, men, St. John's to Placentia.	94	8.20	
" "	Labor, packing provisions.	94	0.60	
" "	Making 18 bags for provisions	94	1.80	
" "	P. Green, hire of boat, Pla- centia to Black River.	95	16.00	
" "	E. Sinnot, board of men, Lynch's party, at Placentia	96	10.32	
" "	Boat hire, Placentia men en- gaged for Lynch's party.	94	3.60	
" "	James Hollet, provisions, Lynch's party.	96	18.90	
" "	Do do do	97	21.13	
" "	Cartage and labor, canoe from S.S. <i>Leopard</i>	98	0.80	
				\$209.58
Sep. 17	Newman & Co., provisions, Harbor Breton, Austin's party.	99	78.72	
" "	S.S. <i>Leopard</i> , freight canoe from Twillingate, Austin's party.	100	2.00	
" "	T. McGrath, spears and rings, Austin's party.	101	3.60	
" "	W. B. Smillie, for three birch bark canoes.	102	71.00	
" "	W. B. Smillie, expenses con- nected with purchase, man going twice to Burnt Church, horse hire	102	31.75	
	Do, 2 pairs paddles, &c.	102	2.00	
	Do, hire of Indians, bring- ing canoes to Newcastle	107	11.60	
	Do, Wages and expenses of men taking from do to Halifax, railway fares, &c.	102	44.00	
	Do, Pierce Cloud and Jona Pomaville	102	12.00	

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending Dec. 31st, 1875.—(Continued.)

Sep. 17	To Jas. Cadman, expenses self and W. C. Mitchell from Harbor Grace to Heart's Content vouch.	103	\$14.00	
				\$270.67
30	" F. J. Lynch, C. E., disburse- ments, division C.—A. 1.	104	29.10	
"	" Boat's crew, shipping provisi- ions per s. s. <i>Gulnare</i> , for Black River, Placentia Bay	105	2.40	
"	" Peter Clance and others, hire 4 horses and carts, for Lynch's return, division C. from Placentia	106	76.00	
"	" J. W. Foran, board Jas. Cad- man and Mitchell, 17 days	107	68.00	
"	" Mrs. Warrington, board of Lovell, 29 days, Lynch 18 days, and Ramsay 6 days	108	106.00	
Oct. 5	" W. Smith, expenses of Mes- senger, Chanael to Bay St. George, for Ramsay, divisi- ion A, less \$8 charged by T. Ramsay	109	36.00	
"	" Invoice of provisions, per s.s. <i>Gulnare</i> , to Black River:— John Steer, flour, butter, tea, &c	110	132.82	
	George Elmsly, bacon	111	171.02	
	Ayre & Marshall, pork, but- ter, &c	112	103.06	
	H. W. Seymour, bags, &c	113	3.00	
				727.40
Oct. 5	" Thomas McMurdo & Co. bags for provisions	114	8.00	
"	" P. Duff, cartage to s.s. <i>Gulnare</i>	115	0.86	
"	" Charles Lang, waggon hire about ditto	116	9.30	
"	" T. McConnan postage stamps stationery	117	6.45	

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending 31st Dec., 1875.—(Continued.)

Oct. 5—To Provisions sent to Bay Bulls Arm, Division C. viz.—			
John Steer, pork, sugar flour, &c..... vouch.	118	\$46.02	
Job Bros. & Co. axes, pow- der, grindstone, &c.....	119	14.49	
Allen & Goudie, tin plates, mugs, &c.....	120	5.40	
George Elmsly, bacon, pease, soaps, &c....	121	108.20	
Allen & Goudie, repairs chart case.....	122	1.10	
T. McMurdo & Co., R. R. Relief, &c.....	123	14.25	
T. Carnell, ash poles, &c....	124	8.60	
Ayre & Marshall, butter, flour, &c.	125	80.64	
		<hr/>	\$294.31
Baird Brothers, blankets, towelling, &c.	126	25.17	
George Dicks, bags, and oiling same.....	127	20.47	
“ “ S. S. <i>Tiger</i> , passage T. Ram- say and party, St. George's Bay.....	128	185.40	
“ “ Provisions for Ramsay's party, Division A., viz:—			
Job Bros. & Co., tea, axes, lines, &c.....	129	80.71	
George Elmsly, bacon, soaps, &c.....	130	240.12	
Ayre & Marshall, butter, pork, &c.....	131	90.60	
John Steer, flour, butter, &c	132	128.92	
Baird Bros., blankets, &c....	133	33.34	
J. A. Whiteford, repairs instruments.....	134	1.50	
J. & T. Horwood, soft bread	135	7.00	
Allen & Goudie, stoves, boilers, &c.....	136	42.80	

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending 31st Dec., 1875.*

Oct. 5—To	T. McMurdo & Co., medi-			
	cines, &c	vouch. 137	\$ 3.75	
	J. & G. Dicks, oiled bags	138	16.30	
	B. Cowan, biscuit	139	16.15	
	R. Shortall, cartage	140	10.00	
				<hr/> \$902.23
“ “	W. D. Morrison, Express			
	charges on profile paper . . .	141	1.50	
“ “	J. & A. McMillan, invoice, do	142	17.50	
“ “	Anglo-American Telegraph			
	Co., messages	143	41.02	
“ “	Thomas Ramsay, C. E., dis-			
	bursements, viz.,			
	Joseph LeGrandais, for			
	boat hire and provisions, 1	144	59.75	
“ “	John Gillies, for use of do “	2 144	14.00	
“ “	Wm. Seward, bark canoe “	3 144	6.00	
“ “	Eugene Erouf, messenger			
	Channel to Bay St. G. “	4 144	8.00	
	E. LeRouer, butter,			
	flour	5 144	14.00	
	Joseph LeGrandais, pro-			
	visions	6 144	128.25	
	Joseph Dennis, butter	7 144	15.00	
	Duncan McLean, potatoes,			
	lamb, &c	8 144	19.75	
				<hr/> 324.77
“ “	T. Ramsay, C. E., sundry			
	disbvs., per account, No. 9	144	54.85	
“ “	Stephen Parsons, transporting			
	T. Ramsay, C. E. and party,			
	division A., Bay Roberts			
	to New Harbor, including			
	boarding, &c., Bay Roberts,			
	and waggon hire to Brigus	145	99.84	
“ “	S. Carnell, ash poles, theo-			
	dotite stand, &c	146	12.50	
“ “	John Walsh, cartage	147	1.50	

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

Oct. 5—To	W. Coughlan, carting, provisions and waggon per T. Ramsay and staff, to Portugal Cove..... vouch.	148	\$19.50	
				\$188.19
20	“ Passages of Indians to Halifax.....	149	12.00	
“	“ Provisions per Austin’s party, division B., via Gander Bay, E. Duder, per invoice.....	150	230.90	
	R. Scott, do.....	151	18.47	
	John Quirk, cartages.....	152	5.50	
	John Doyle, board of men, division B.....	153	11.00	
	Mrs. Kelly, ditto division C.....	154	62.20	
	A. Blackadar, sundrys at Black River, division C.....	155	10.05	
	Philip Brown, ditto, ditto, division C.....	156	23.40	
	George Elmsly, butter, &c. to replace quantity stolen from division C.....	156	42.67	
				416.19
22	“ W. A. Austin, C. E., disbtr. viz.—			
	L. Winsor, hire of schr., per voucher.....	1 157	4.40	
	Winsor & Vallance, board.....	2 157	13.60	
	F. Luff, transport of men, &c.....	3 157	40.00	
	A. Morrison, provisions....	4 157	43.20	
	J. C. Leslie, ditto, diet of men.....	5 157	21.80	
	J. Spencer, transport men, Conn River to Gaultois..	6 157	32.00	
	Newman & Co., provisions.....	7 157	50.30	
	J. Spencer, schr. hire, Gaultois to Harbor Breton.....	8 157	45.00	
	Newman & Co., coal, pork, &c.....	9 157	9.55	

 RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending Dec. 31st, 1875.—(Continued.)*

Oct. 22	To W. A. Austin, C. E., disbtr.			
	viz.—			
	Anna Simms, boarding at			
	Harbor Breton... vouch.	10 157	\$7.50	
	Sundry disbursements....	11 157	11.80	
			<hr/>	\$279.15
" "	Telegraph Company, Ottawa,			
	messages.....	158	28.38	
" "	J. J. Dearn, mixtures, per			
	division B.....	159	12.20	
26	" S.S. Cabot hire, St. John's to			
	Gaultois and back with div-			
	ision C—including diet....	160	894.84	
" "	Geo. Miller, hire of schr., New			
	Harbor to Chapel Arm, with			
	division A.....	161	24.00	
" "	J. W. Foran, board of W. A.			
	Austin, C. E., and assistants	162	78.00	
			<hr/>	1,087.42
Nov. 2	" Provisions, via Bay Bulls Arm,			
	division B., viz.—			
	Job, Bros. & Co, tea, &c.	163	10.50	
	Ditto axes, grind-			
	stone, &c.....	164	19.14	
	Charles Rankin, pork.....	165	94.00	
	C. Hutchings, making and			
	repairing tents.....	166	88.30	
	Allen & Goudie, stove,			
	kettles, &c.....	167	78.70	
	Ditto, tin plates, pans, &c.	168	4.00	
	Baird, Bros., blankets, can-			
	vas, &c.....	169	137.68	
	H. W. Seymour, oatmeal,			
	bread, &c.....	170	127.42	
			<hr/>	559.74
	James Baird, Canadian goods	171	72.60	
	T. McKenzie, trimming rail-			
	way cloths.....	172	5.00	
	T. McMurdo & Co., medi-			
	cines.....	173	5.95	

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

Nov. 2—	To Berney & Fitzgibbon, blankets, &c.....	vouch. 174	\$28.50	
" "	Provisions via Holyrood, division C., viz.—			
	George Elmsly, bacon....	175	31.52	
	C. Rankin, pork, bread, &c	176	45.00	
	J. Baird, soaps, candles, &c.	177	27.16	
" "	T. Morrissey, attendance, lighting fires, &c.....	178	12.00	
" "	Job, Bros. & Co., hire S.S. Walrus, for transport division B. to Bay Bulls Arm	179	381.20	
				\$608.93
" "	J. & W. Stewart, canvass, sail twine, &c.....	180	6.58	
" "	R. Shortall, cartage....	181	2.00	
" "	J. Fitzgerald, expenses of transporting provisions up the Gander, and crew, in search of division B.....	182	273.80	
" "	Jas. Hollet, provisions, division C.....	183	19.95	
" "	T. Morris, axes, saw, &c....	184	8.00	
19	S. Carnell, ash poles, &c., division B.....	185	7.90	
" "	T. Power, freight boy from Chapel Arm.....	186	0.50	
" "	C. Lang, cartage	187	0.20	
" "	Richard Kelly, cartage, 2 loads to Holyrood, Division C.....	188	9.50	
				323.43
" "	Provisions via Holyrood, Div. C. viz.			
	John Steer, pork, flour, &c.	189	83.70	
	G. Elmsly, bacon, beans, &c	190	46.42	
	M. Carrol, sundr. per order			
	J. F. Lynch....	191	19.00	
	A. Blackadar, expenses forwarding provisions to La Manche ..	192	20.00	
	Job, Bros. & Co., canvass, &c	193	16.45	

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued)

Dec. 7—	To S.S. Cabot, passage M. Austin and Division B. from Hr. Grace to St. John's, vouch.	194	40.20	
" "	Keenan and Kelly, waggons from Holyrood, Div. C.....	195	58.65	
				\$284.42
" "	Ann Ruby, board and cartage, Division C.	196	48.00	
" "	J. Baird, soaps, coffee, &c, Div C	197	10.20	
" "	T. McConnan, stationery, "	198	9.35	
" "	R. Shortall and others, waggons from Holyrood, Div. A.....	199	30.00	
" "	R. Kelly, waggon with Constables in search of provisions stolen from Div. C....	200	4.00	
" "	John Veitch, provisions, cartage &c., at Holyrood, Div C.	201	126.90	
" "	Ditto, boarding and sleighs, division A.....	202	31.50	
" "	T. O'Rielly, provisions for passages men shipped at Placentia for Black River, division C.....	203	12.00	
" "	Ditto services engaging men for ditto.....	204	20.00	
				291.95
" "	P. Moore, board of men at Carbonear, division B....	205	7.85	
" "	Eliel Martin, balance W. A. Austin's order, division B...	206	4.00	
" "	S. Breaker, passage per S. S. Cabot, division B.....	207	2.00	
" "	S. S. Caspian, passages Noel Lewis, Sr., and Noel Lewis, Jr., to Halifax, Div. B. .	208	12.00	
" "	Jas. Foley, Cartage.....	209	1.50	
" "	Paid for lock for utensil room.....	210	30.00	

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

Dec. 7—	To Thos. Ramsay, C. E., disbts., viz.—			
	Geo. Le Moine, provisions at Channel..... vouch.	211	\$59.20	
	Sundry petty expenses....	212	14.45	
	Legs of transit, broken....	212	20.00	
	Level rod, ditto.....	212	20.00	
	Repairs level.....	212	6.00	
				\$147.30
“ “	J. T. Morris, compensation for Theodolite injured in saving property of Survey.....	213	28.00	
“ “	W. A. Austin, disbursements per account, A 2.....	214	128.47	
“ “	S.S. <i>Tiger</i> , Geo. Le Moine to Channel.	215	8.00	
“ “	Mrs. Farrel, board of men, division C.....	216	3.50	
“ “	John Congdon, labor, packing provisions shipped per S. S. <i>Walrus</i> , division B.....	217	0.60	
“ “	John Quirk, cartage, 3 loads	218	0.90	
“ “	Geo. Smith, carrying instru- ments.....	219	0.20	
“ “	W. Walsh, sleigh from Holy- rood, division B.....	220	5.30	
“ “	S.S. <i>Tiger</i> , passages of men engaged at Harbor Breton	221	19.00	
“ “	T. Morris, fitting store and sorting materials returned	222	5.00	
“ “	P. M. General, postages....	223	4.02	
				202.99
“ “	T. McConnan, stamps, &c..	224	5.27	
31	J. F. Lynch, C. E., disbr. per account, A 3.....	225	31.15	
“ “	W. T. Salter, salary from 1st May to 31st Dec., at \$2 per diem.....	226	420.00	
“ “	J. O. Fraser, account of ser- vices as agent.....	227	145.00	

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending Dec. 31st, 1875.—(Continued.)*

Dec. 31—	To Pay Roll, Engineers, per vouchr.	A.	\$9,661.41	
" "	Ditto	Division A,	ditto	B. 2,621.50
" "	Ditto	ditto	B,	ditto C. 3,740.60
" "	Ditto	ditto	C,	ditto D. 2,790.80
" "	Ditto	ditto	A,	ditto E. 1,145.25
" "	Ditto	ditto	B,	ditto F. 944.90
" "	Ditto	ditto	C,	ditto G. 1,217.10
				\$22,722.48
	Balance unexpended.			156.85
				\$22,879.33

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

	CR.	
Dec 31.—By Warrants on Treasury.. . . .		\$39,521.62
“ “ Proceeds of provisions sold, viz:		
“ “ By J. Fitzgerald, Esq., Fogo..	160.20	
“ “ T. Ramsay, C. E	33.20	
“ “ Error entering E. Duder invoice for \$223.90, vouch. 150	7.00	
	<hr/>	\$39,722.02
St. John's N. F. Dec. 31, 1875.		

J. O. FRASER, Agent.

Examined and found correct,

Vouchers produced for every item of Expenditure.

**THOS. GLEN,
Auditor of Public Accounts.**

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending 31st Dec., 1875.—(Continued.)*

PAY ROLL ENGINEERS.

Names of Engineers.	Rate per Month.	Total Salary.
Thomas Ramsay, Engineer in charge	\$160.00	\$1,387.00
W. A. Austin, do do	160.00	1,387.00
F. J. Lyrch, do do	160.00	1,429.66
W. A. Ramsay, Transitman	100.00	895.00
James Cadman do	100.00	895.00
William Quin do	100.00	895.00
A. G. Morrison, Levallar	90.00	813.00
W. C. Mitchell, do	90.00	813.00
R. W. Light, do	90.00	417.00
J. H. Lovell, Topographer,	60.00	465.00
*John Costigan, Explorer, \$2 per diem...	158 ds.	264.75
*Deducting \$60 charged Pay Roll Division B. No. C. adding \$8.75 boarding at Twillingate.		\$9,661.41

Dec., 31, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOS. GLEN,

Auditor of Public Accounts.

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

DIVISION A.—THOMAS RAMSEY, Esq., ENGINEER IN CHARGE.

Names of men engaged.	Rate per diem.	Total wages.
Oct. 5.		
George LeMoine, Foreman.....	\$1.50	\$157.50
Albert Bradshaw.....	1.50	141.00
James Avery.....	1.50	162.00
Martin Butt.....	1.00	105.00
John Butt.....	1.00	105.00
John King.....	1.00	105.00
Andrew Ryan.....	1.00	108.00
John Philips, Cook.....	1.00	128.00
James Walsh.....	1.00	105.00
William Abbott.....	1.00	110.00
Charles Carter.....	1.00	115.00
Hugh McPherson.....	1.00	82.00
Michael Pendergast.....	1.00	105.00
Peter Rielly.....	1.00	108.00
John Craig.....	1.00	30.00
James Delaney.....	1.00	105.00
James Keefe.....	1.00	114.00
Michael Dalmy.....	1.00	105.00
Philip Waugh.....	1.00	105.00
John Gillies.....	1.00	87.00
Joseph Dennis.....	1.00	91.00
Donald Gillier.....	1.00	84.00
Stephen Jeddore.....	1.00	38.00
Frank Bernard.....	1.00	83.00
Richard Vincent.....	1.00	78.00
Joseph Young.....	1.00	65.00
		\$2,621.50

Dec., 31, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending Dec. 31st, 1875.—(Continued.)

DIVISION B.—W. A. AUSTIN, Esq., ENGINEER IN CHARGE

Names of men engaged.	Rate per diem.	Total wages.
Oct. 15.		
John F. Morris.....	\$2.00	\$254.00
William Stares, Foreman.....	1.50	177.00
Peter John.....	1.30	137.80
Noel Bernard.....	1.30	137.80
Joseph Bernard.....	1.30	137.80
John Smith, Cook.....	1.10	141.50
Noel Lewis, senr.....	1.00	157.00
Noel Lewis, junr.....	1.00	157.00
Stephen Muldowney.....	1.00	157.00
John Morris.....	1.00	157.00
William Butt.....	1.00	121.00
Michael King ..	1.00	122.00
James L. Murphy.....	1.00	118.00
Richard Hopkins.....	1.00	122.00
Charles Hopkins.....	1.00	122.00
Charles Butler.....	1.00	121.00
Samuel Breaker.....	1.00	121.00
Joseph Mininette.....	1.00	122.00
Edward Kavanagh.....	1.00	121.00
Philip Moore.....	1.00	120.00
Lyal Martin.....	1.00	121.00
Richard Collins.....	1.00	118.00
Charles Nichols.....	1.00	121.00
Augustus Lyon.....	1.00	120.00
Robert Wareham.....	1.00	122.00
Joseph Haines.....	1.00	132.00
John Stamp.....	1.00	122.70
John Costigan.....	1.00	60.00
		\$3,740.60

Dec. 31st, 1875.

I. O. FRASER, Agent.

Examined and found correct,

THOMAS GLEN,

Auditor of Public Accounts.

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

DIVISION C.—FRANCIS J. LYNCH, Esq., ENGINEER IN CHARGE.

Names of men engaged.	Rate per diem.	Total wages.
Sept. 22.		
Robert Davidson, Foreman	\$1.50	\$151.50
Lawrence Barron.....	1.50	147.00
Edward Poulitte	1.20	129.60
John Barrington.....	1.20	129.60
Egbert Warren... ..	1.20	117.60
Isaac Hynes	1.00	31.00
Lawrence Patterson.....	1.00	35.00
Daniel Morrissey	1.00	35.00
John Waugh	1.00	98.00
Azariah Spracklin... ..	1.00	99.00
James Lapling, Cook	1.00	114.00
Michael Cahill	1.00	99.00
Peter Quinlon	1.00	103.00
James Scott	1.00	99.00
Thomas Clooney	1.00	98.00
Richard Walsh	1.00	99.00
James Ryan	1.00	98.00
John Walsh	1.00	37.00
John Murphy	1.00	37.00
Willism Davis	1.00	80.00
John Davis	1.00	80.00
Peter Croke.....	1.00	80.00
William Green	1.00	20.00
James Miller	1.00	19.00
Michael Carroll.....	1.00	19.00
Michael Collins... ..	1.00	19.00
Peter Sinnott.....	1.00	80.00
William Phippard.....	1.00	93.00
John Stapleton.....	1.00	80.00
James Gaine.....	1.00	80.00

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

DIVISION C.—FRANCIS J. LYNCH, Esq., ENGINEER IN CHARGE.—(Continued.)

Names of men engaged.	Rate per diem.	Total Salary.
Sept. 22.		
Henry Simmonds.....	\$1.00	\$59.00
Elisha Simmonds.....	1.00	35.00
Thomas Pollett.....	1.00	37.00
Richard Pike.....	1.00	14.00
Michael Keefe.....	1.00	43.00
John Guzzle.....	1.00	43.00
John Kelly.....	1.00	26.00
Edward Kelly.....	1.00	26.00
George Jugleman.....	1.00	24.00
Walter Rose.....	1.00	19.00
Stephen Miller.....	1.00	19.00
William Collins.....	1.00	19.00
William J. Collins.....	1.00	19.00
		\$2,790.30

Dec. 31, 1875.

J. O. FRASER, Agent.

Examined and found correct,

**THOS. GLEN,
Auditor of Public Accounts.**

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending 31st Dec., 1875.—(Continued.)*

DIVISION A.—THOMAS RAMSEY, Esq., ENGINEER IN CHARGE.

Names of men engaged.	Rate per diem.	Total wages.
Dec. 7.		
George LeMoine, Foreman.....	\$1.50	\$96.00
William A. Stranger	1.25	66.25
Peter Rielly.....	1.00	53.00
Richard King	1.00	13.00
William Abbott, Cook	1.00	65.00
Philip Waugh	1.00	56.00
Martin Butt.....	1.00	56.00
John Butt.	1.00	56.00
James Keefe.....	1.00	64.00
James Delaney.....	1.00	55.00
John King	1.00	56.00
Andrew Ryan	1.00	53.00
James Walsh	1.00	56.00
Michael Dohney	1.00	56.00
Thomas Flannery.....	1.00	53.00
John Eagan.....	1.00	53.00
Andrew Turner.....	1.00	53.00
Michael Pendergast.....	1.00	58.00
Richard Finn	1.00	49.00
Richard Hefford	1.00	48.00
Joseph Piddle	1.00	30.00
		\$1,145.25

Dec. 31, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending Dec. 31st, 1875.—(Continued.)*

DIVISION B.—W. A. AUSTIN, Esq., ENGINEER IN CHARGE.

Names of men engaged.	Rate per diem.	Total wages.
Dec. 6.		
John F. Morris.....	\$2.00	\$100.00
William Stures, Foreman.....	1.50	64.50
Noel Bernard.....	1.30	62.40
Joseph Bernard.....	1.30	59.80
Peter John.....	1.30	62.40
John Smith, cook	1.10	41.80
James Barrett	1.00	38.00
Charles Hancock.....	1.00	33.00
Agustus Lyon.....	1.00	33.00
William Butt.....	1.00	33.00
Eliel Mortin, \$24 and \$4.....	1.00	28.00
Michael King.....	1.00	34.00
Samuel Breaker	1.00	33.00
James L. Murphy.....	1.00	33.00
Richard Cougdon	1.00	33.00
Philip Moore	1.00	33.00
Charles Nichols.....	1.00	33.00
John Rourke.....	1.00	34.00
John Stamp.....	1.00	33.00
Edward Kavanagh.....	1.00	33.00
William Reid.....	1.00	10.00
Moses Reid.....	1.00	26.00
Jacob Cooper	1.00	23.00
Richard Hopkins	1.00	31.00
		\$944.90

Dec. 31st, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOMAS GLEN,

Auditor of Public Accounts.

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

DIVISION C.—FRANCIS J. LYNCH, Esq., ENGINEER IN CHARGE.

Names of men engaged.	Rate per diem.	Total wages.
Dec. 7.		
Lawrence Barron.....	\$1.60	\$96.00
Robert Davidson, Foreman.....	1.50	88.50
John Barrington.....	1.20	87.50
John Walsh.....	1.00	61.00
James Gaine.....	1.00	59.00
John Murphy.....	1.00	62.50
Walter Rose.....	1.00	58.00
James Scott.....	1.00	59.00
James Halley.....	1.00	62.00
Richard Walsh.....	1.00	59.50
Michael Cahill.....	1.00	44.00
Michael Keefe.....	1.00	59.00
Peter Quinlon.....	1.00	59.00
Azariah Spracklin.....	1.00	58.00
James Wiseman.....	1.00	59.00
William Wiseman.....	1.00	59.00
James Tapling.....	1.00	48.00
Matthew Flannery.....	1.00	42.00
Richard Green.....	1.00	48.00
James Ryan.....	1.00	48.00
		\$1,217.10

Dec. 31, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

RAILROAD SURVEY,

To F. J. Lynch, C. E., for disbursements as follows:—		
May 20—	To Rope for tents.....	\$0.50
“	“ Cartage.....	0.80
“	“ 3 Maps of Newfoundland . . .	3.60
25	“ Waterproof satchel.....	0.70
June 3	“ Truckman to schooner loading Survey effects.....	1.50
“	“ Cutting profile paper.....	0.50
12	“ Wm. Hogan, 1 day's packing, Bay Bulls Arm.....	1.00
“	“ David Sinnott, do do.....	1.00
“	“ David Bryan, do do.....	1.00
“	“ John Green, do do.....	1.00
Sep. 20	“ Board, self and staff, Placentia to St. John's.....	11.57
21	“ Supplies for Costigan and Bar- rington, sent through interior with letters for Mr. Austin....	5.95
		<hr/>
		\$29.10

31st December, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOS. GLEN,

Auditor of Public Accounts.

 RAILROAD SURVEY.

Detailed Statement of Expenditure on account of Railroad Survey, for the year ending 31st Dec., 1875.—(Continued.)

RAILROAD SURVEY,

To W. A. Austin, C. E., for disbursements, as follows :

1875.

Dec. 7.—	To hire schr. Chance Cove to Heart's Content	\$20.00
" "	" Paid board, 18 men	5.40
" "	" Hotel, H. G., board self and staff	19.00
" "	" P. Hogan, carting luggage, from Heart's Content to Carbonear	11.50
" "	" Mrs. Foley, H. G., Board Richard Congdon	1.60
" "	" T. Brennan, do, board and lodging of men	4.50
" "	" T. Hopkins, board of men	3.60
" "	" B. Brimstone, use of boat and 8 days labor	10.00
" "	" Board of 2 of staff at Gaultois	2.50
" "	" Paid for can	0.20
" "	" Do for washing	0.50
" "	" Do for foolscap paper	0.30
" "	" Do for fish	0.40
" "	" Do for line	1.40
" "	" Do for washing	2.20
" "	" Do for Costigan	4.00
" "	" Do for candles at LaManche	1.00
" "	" Board of men	0.50
" "	" Do of Peter John	3.50
" "	" Paid to Morris	0.10
" "	" Do for cartage	0.40
" "	" Do to Doctor	2.00
" "	" Do for cartage	0.40
" "	" Do for candles at LaManche	1.50
" "	" Do for instrument stand	0.40
" "	" Do for house rent	0.60
" "	" Do for lodging	1.00
" "	" Do for camp bringing	1.00
" "	" Do for board Lyons	0.50
" "	" Do for telegrams for cars	0.27
" "	" Do for 3 sleighs	12.00
" "	" Do for board	1.00

RAILROAD SURVEY.

*Detailed Statement of Expenditure on account of Railroad Survey, for
the year ending Dec. 31st, 1875.—(Continued.)*

Dec. 7—To paid for telegram to Chappel Arm.....	\$0.50	
“ “ Do for return telegrams.....	0.70	
“ “ Do for cab	0.40	
“ “ Mrs. Hanrahan, board of men.....	1.50	
“ “ Paid Joe Bernard	0.50	
		\$116.67
“ “ Board of men	2.20	
“ “ Paid for cab	0.80	
“ “ Kenefe, board of men.....	5.00	
“ “ Paid for cab	0.50	
“ “ Board of Murphy.....	1.00	
“ “ Do of men	2.20	
“ “ Paid for pitch.....	0.60	
		11.80
		<u>\$128.47</u>

Dec. 31st, 1875.

J. O. FRASER, Agent.

Examined and found correct,

THOMAS GLEN,

Auditor of Public Accounts.

POOR RETURNS.

the year ended the 31st December, 1875.

JULY.			AUGUST.			SEPT.			OCTOBER.			NOVEMBER.			DECEMBER.			AMOUNT.			GRAND TOTAL.					
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
126	9	0	125	3	0	126	8	0	126	5	0	126	5	0	125	9	0	1526	2	0						
235	4	3	215	6	9	217	11	9	227	7	3	212	11	4	249	0	1	2651	11	7						
						125	0	0							129	0	0	551	5	6						
	3	3		4	6		7	2		17	12		5			1	3		20	8		3	165		6	1
																		£4894			5d. 2s.					
232	18	1	81	12	0	12	16	0	262	18	7	52	16	5	13	8	6	1313	14	11						
87	15	0	11	5	0	20	10	0	179	9	10	197	15	8	27	5	0	977	16	0						
104	16	6	50	15	0	21	2	6	252	11	0	65	2	6	86	11	6	1217	4	9						
83	2	6	56	8	9	13	17	6	51	15	0	166	9	3	33	5	0	699	1	8						
150	5	0	53	15	0	30	15	0	137	18	6	171	12	6	85	1	5	1353	18	11						
61	9	9	43	15	0	20	7	6	109	18	2	33	14	6	90	19	9	747	7	5						
31	0	0	12	0	0	1	10	0	90	0	0	33	0	0	30	0	0	371	10	0						
118	15	6	100	9	6	77	7	0	113	5	6	146	17	0	162	5	0	1431	1	3						
84	5	0	518	10	2	3	16	0	257	3	7	85	14	0	30	6	0	2175	17	11						
122	3	0	26	10	0	31	4	0	34	5	11	128	4	7	22	8	0	795	3	9						
93	5	2	20	2	6	14	5	0	296	10	0	323	7	6	147	17	9	1701	14	10						
271	5	1	119	5	0	63	18	6	275	3	6	295	14	6	154	19	10	2393	3	2						
141	10	3	23	7	2	152	7	5	119	5	3	243	7	0	294	17	0	1762	11	7						
				1	5					1	0	6		10	5	0		34	8	3		86	5	9		
				10	14													11	14	1		23	8	1		
																		17050			0 0					
																		£21944			5s. 2d.					

JOHN CASEY,
Commissioner of Poor.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.

Jan. 7—Brigantine <i>Aurora</i> , John Penny master, paid for board and lodging and passage home, crew....	£3	0	0	
9—Schr. <i>Grape Shot</i> , of Twillingate, paid for Philip Ridout's board & lodging, 16 days at 2s	1	12	0	
“ Paid Edwin Duder, for Captain Ridout	1	0	9	
“ Paid Walter Grieve & Co., passage 4 of crew from Bonavista to Twillingate.....	2	0	0	
13—Schr. <i>Britannia</i> , of Twillingate, Mitchard, master, paid for passage of 2 of crew from St. John's to Twillingate	1	10	0	
15—Schr. <i>Grape Shot</i> , of Twillingate, Ridout, master, paid for passage of captain, per steamer <i>Ariel</i> , to Twillingate.....	1	0	0	
30—Schr. <i>Duke York</i> , of Carbonear, Robert Pearce, master, paid for passage of master and men, from Halifax, N. S.	0	10	9	
“ Brig <i>Volant</i> , of St. John's, McDonald, master, paid for passage of 7 men, from Halifax to St. John's.....	1	17	9	
		£12	11	3
Feb. 6—Schr. <i>Duke York</i> , of Carbonear, Pearce master, paid for passage of 2 crew, from St. John's to Carbonear, at 10/ each.....			1	0
12—Schr. <i>Minnie Sewell</i> , of Quebec, Richard Sewell, master, paid for passage of 8 of crew, from Petites to Sydney.....	13	0	0	
“ Paid Wm. Wadham, for board and lodging for 7 of crew . .	3	14	9	
“ Paid Jno. Cunningham, for 7 pair boots, for 7 of crew.....	10	8	6	
		27	3	3

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

Feb. 25—Schr. <i>Duke York</i> , Carbonear, Pearce, master, paid for board and lodging for 2 of crew for 12 days, at 2s. per day.....	£2 8 0	
Mrch. 6—Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid for conveying 9 of crew from Trepassey to St. John's, over- land	7 0 0	
16—Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid James Kenett, for board & lodging 10 of crew	3 13 4	
‡ cwt. of bread for road.....	0 7 0	
23—Brigantine <i>Annie Jane</i> , of St. John's, Morrisson master, paid Board of Trade, per Account- ant General of London, for ex- penses incurred on account of crew.....	54 1 7	
29—Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid for 18 meals for 9 of crew. ...	1 0 0	
Do for sleigh hire from Cape Mutton'to Trepassey	0 10 0	
		£68 19 11
April 13—Schr. <i>Bandit</i> , of Hant's Harbor, Smith master, paid owners of steamer <i>Hercules</i> , for passage of 31 of crew, from Channel to St. John's.....	50 7 6	
May 11—Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid John McCarthy, of Chance Cove, for 10 meals, 7/6, and sleigh hire, 5/.....	0 12 6	
12—Schr. <i>Minnie Sewell</i> , of Quebec, Richard Sheppard master, paid Messrs. Greffan and Mor- gan, of Rose Blanche, board for crew.....	1 10 0	

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

May 15—Brig <i>Margaret Ridley</i> , of St John's, Collins master, paid William Bulger, as guide for crew	£2 0 0	
Paid Thomas Hartery, for 20 meals, 13s 4d., and sleigh hire, 10s.	1 3 4	
29— <i>Minnie Sewell</i> , of Quebec, Shepard master, paid for 1 hat for 1 of crew	0 6 0	
	<hr/>	£55 19 4
June 2—Brig <i>Tangerene</i> , Croft master, paid Elizabeth Sinnot, of Placentia, for nourishment for sick sailor, Michael Manning	0 12 0	
Paid Wm. Phippard, carriage hire from Placentia to St. John's	1 10 0	
	<hr/>	2 2 0
7—Brig. <i>Havelock</i> , of Harbor Main, St. John master, paid Martin & Devearux, of Ferryland, for board and lodging, of 7 men, who left vessel on ice.	0 9 4	
" Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid Martin Deveareux, of Ferryland, for 8 men, 3 meals, at 8d. per meal.	0 16 0	
	<hr/>	1 5 4
15—Schr. <i>William Stairs</i> of Carbonear, Wm. Talbot master, paid Capt. Peter Gorman for the passage of 2 of crew, from New York to St. John's, 16 days' at 1s. 6d. per day.	2 17 7	
" Paid Capt. George A. Mallet, for the passage of Wm. Knox from New York to St. John's.	1 12 2	
" Paid Wm. Knox, his passage to Carbonear.	7 6	
	<hr/>	4 17 3

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

June 18—	Steamer <i>Virgo</i> of Canada, Burchell, Master, paid the passage of 2 of crew, (Carbonear men,) to their home, Carbonear, at 7s. 6d.....	£0 15 0	
	N. B. the above 2 men also part of the Crew of <i>William Stairs</i> of Carbonear.		
19—	Brig <i>Margaret Ridley</i> , of St. John's, Collins master, paid Michael Lawlor, of Broad Cove, for board and lodging, & sleigh hire, 10 men from Broad Cove to Ferryland	3 0 0	
	Pd Mary Driscoll, Toads Cove, board & lodging for crew	1 0 0	
	Paid Mr. Morrey, Ferryland, for Captain's board	0 6 0	
	Paid Patrick Day, of Bay Bull's 10 men's board	0 10 0	
		<hr/>	5 11 0
"	Brigantine <i>Havelock</i> , Conception Harbor, St. John master, paid Mary Driscoll, of Toad's Cove, for board for 7 men, part of crew left Harbor Grace.....	0 14 0	
	1 day's provisions for to get home	0 14 0	
		<hr/>	1 8 0
25	Steamer <i>Virgo</i> , of Canada, Burchelle, master, paid Mary Morrissey, for board of 2 men, 1 day.....	0 4 0	
"	Schooner <i>William Stares</i> , of Carbonear, Talbot master, paid Mary Morrissey, for 3 meals for William Knox	0 2 0	
July 3—	John Dunphy 1 year's allowance	10 0 0	
		<hr/>	10 6 0
"	Schr. <i>Caledonia</i> , Delaney master, paid Martin Kehoe for conveying 40 persons from Seldom-Come-Bye to St. John's.....	50 0 0	

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

July 3—	Paid Mr. Arnott for provisions put on board Kchoe's schooner for the above	£13 9 3	
			£63 9 3
6	Schr. <i>Ida</i> of Cat Cove, House, master, paid Philip Raenes for Board and Lodging for 20 men for 1 day, at 2s. per day	2 0 0	
	And provisions shipped to get home	4 16 6	
			6 16 6
7	Brigt. <i>Orient</i> , of Carbonear, Joyce master, paid Eli Moore 1 of the crew	0 15 0	
17	Brigt. <i>Royal Arch</i> of St. John's Costigan, Master, paid J. & W. Stewart, passage per steamer <i>Walrus</i> of 4 persons from Labrador to St. John's, via Sydney, C. B., at 100s	20 0 0	
			20 15 0
Aug 31	Steamer <i>Vicksburg</i> , paid Dr. H. Shea for medical attendance and medicine per Joseph Pengeley and passenger	1 9 3	
Oct. 9—	Schr. <i>Atlanta</i> , Philip Ridout master, paid for passage and diet of 2 of crew from Indian Tickle to Battle Harbor, per steamer <i>Ariel</i>	1 0 0	
			2 9 3
16	Schr. <i>Myrtle</i> , of Carbonear, Furlong master, paid Thomas Fox of Twillingate for provisions, &c Paid Thomas Fox, of Twillingate for provisions	5 0 0 1 0 0	
			6 0 0

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

Oct. 22—A Twillingate boat lost off Cairns' Island, paid Samuel Anthony, for conveying 3 of crew from S. C. Bay to Twillingate	£2 0 0	
Paid Owen and Jarle, for provisions for do	0 16 11	
	<hr/>	£2 16 11
Nov. 8—Schooner <i>Favorite</i> , of Twillingate, Pearce master, paid Mr. W. Arnott, for provisions supplied crew on their way to Twillingate	3 5 6	
20—John Hudson's boat, of Black Head, paid B. Allen, for bringing crew from Trepassey to St. John's, August, 1874, boat was lost.....	5 0 0	
23 Schr. <i>Favorite</i> , of Twillingate Perry master, paid Wm. Johnson for taking 9 of crew from Cann Island to Twillingate.....	4 0 0	
	<hr/>	12 5 6
Dec. 2 Schr. <i>Royal Arch</i> , of St. John's, Costigan, master, paid Baine Johnston & Co., for provisions and clothing supplied to the distressed crews at Battle Harbor, viz.		
John Quinlen's crew, £8 11 6		
" Peter Quinlen's do, 9 6 0		
" James Murphy's do, 5 0 6		
" Edward Hynes's do, 10 7 3		
" Bryan do, 13 3 3		
" Vincent, Costigan and others	1 15 6	
" Thomas Fling and servants	1 9 3	
" James Bryan.....	1 3 0	

 SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

Dec. 2—Supplied 2 women and 2 girls.....	£1 16 4		
“ Dieting 4 crew, wait- ing to go to Lance- au-Loup, per <i>Walrus</i>	1 12 0		
		£54 11 7	
“ Schr. <i>Alleif</i> , of Conception Har- bor, Buck master, paid Wm. Flynn, for keep and passage of 11 persons for 26 days, at 1/7 per head per day.....		22 12 10	
			£77 4 5
“ Schr. <i>Waterwitch</i> , of Cupids, Spracklin master, paid for con- veying 7 dead bodies and lug- gage from Pouch Cove.		6 15 0	
Paid Jessie Grouchy, for sleigh hire		1 0 0	
			7 15 0
3—Schooner <i>Waterwitch</i> , of Cupids, Spracklin master, paid for conveying 4 dead bodies and luggage from Pouch Cove		3 15 0	
Paid Robert Moulton, sleigh hire		0 15 0	
			4 10 0
3 Schr. <i>Waterwitch</i> of Cupids, Spracklin master, paid for con- veying 7 dead bodies and two loads luggage to steamer <i>Cabot</i>		1 2 6	
7—Schr. <i>Waterwitch</i> , of Cupids, Spracklin master, paid Wm. Wilkinson for board and lodg- ing for 5 men, 2 days, at 4/ per day.....		2 0 0	
Paid Mary Murphy for 10 meals, at 8d. per meal.....		0 6 8	

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

Decr. 7—Paid for clothing for 2 of crew....	£1 13 0	
		£5 2 2
“ Brig <i>Jura</i> , of St. John’s, Pinsent master, paid Bowring, Bros. for passage of captain and 2 mates, from New York to St. John’s..	2 14 0	
8—Cash paid William Stanley, for board and lodging for 2 of shipwrecked crews, by James King & Son..	1 8 0	
“ Brig <i>Jura</i> , of St. John’s, Pinsent master, paid Bowring, Bros. for passage of 2 of crew, from New York to St. John’s.....	1 13 0	
		5 15 0
“ Schr. <i>Waterwitch</i> , of Cupids, Spracklin master, paid Rev. Mr. Johnson, for 11 coffins, special messengers, labour hire, board, calico, &c.....	21 15 0	
Paid G. Morrissey for board and lodging 8 of crew.....	2 5 0	
Paid Wm. Woodley for hire of 6 horses and sleighs.....	6 5 0	
		30 5 0
11 Schr. <i>Eagle</i> of Ransom, King master, paid for board and lodging and provisions for crew	2 4 9	
13 Schr. <i>Lady Jane Gray</i> , Halfyard master, paid Thomas Cosh for board and lodging for 9 of the crew... ..	18 0 0	
17—Schr. <i>Waterwich</i> , of Cupids, Spracklin master, paid Wm. Cloughlan, for hire of horse and sleigh.....	1 0 0	
Paid Wm. Hanmer, for hire of horse and sleigh.....	1 0 0	

 SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

Dec. 17—	Schr. <i>Alleif</i> , of Conception Harbor, Buck master, paid Daniel Flynn for support of 4 men, part crew, for 26 days, at 1/7 per head per day	£8	4	8
21—	Schr. <i>Waterwich</i> , of Cupids, Spracklin master, paid Richard Grace, on account dead body of B. Croke	0	17	6
"	Brig <i>Elizabeth and William</i> , of Carbonear, Skinner master, paid Messrs. Keefe & Shanahan, for conveying crew from Ferryland to St. John's	5	5	0
"	Schooner <i>Eagle</i> , of Trinity, paid for board and lodging and passage of 2 of crew	2	2	6
"	Brig. <i>Six Friars</i> , of St. John's, Collins master, paid for passage of 8 of crew from Halifax	3	12	0
23	Brig <i>Elizabeth & William</i> of Carbonear Skinner master, paid for board and lodging of 8 of crew for 2 days	1	12	0
"	Paid Mrs. Doyle, Jackman, McCarty, Lawlor, and White, for board lodging and sleigh hire of the crew on their way home	7	2	0
29	Brig <i>Elizabeth & William</i> , of Carbonear Skinner master, paid owners of s. s. <i>Cabot</i> for passage and board of 8 of the crew to Carbonear	3	12	0
		<hr/>		
		£37 10 5		

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

“ The following amount was paid by warrant direct from Financial Secretary's office, on account of the rescue of 10 men from an ice floe, off the coast of Newfoundland.

61 8 8

61 8 8

£535 6 5

SHIPWRECKED CREWS.

Expenditure for Shipwrecked Crews, during the year ended 31st December, 1875.—(Continued.)

		Cr.		
1875.				
Mr'h 29	—By Warrant	.....	£109	14 5
July 9	“ Do	.....	152	9 8
Dec. 29	“ Do	.....	211	13 8
2	“ Do No. 428 on account 10 men taken off ice floe	.....	61	8 8
			<hr/>	<hr/>
			£535	6 5

JOHN CASEY,
Commissioner of Poor.

Examined and found correct,
THOMAS GLEN,
Auditor of Public Accounts.

 POSTAL RETURNS.

Dr. *The Postmaster General of Newfoundland in account with*
1875.

Jan. 1—To	Balance from 1874 account		\$3,574.31
Dec. 31	“ Postage on Correspondence per British packet, year ending this date	\$446.93	
“	“ Amount of Inland Postage	398.43	
“	“ Amount of Postage on Way and loose letters.....	98.12	
“	“ Amount of Postage on letters posted at St. John's for town delivery	5.60	
“	“ Amount of Postage on Ship letters	2.32	
“	“ Amount of Fees on Foreign letters delivered by carriers	55.52	
		<hr/>	1006.92
“	“ Amount of Postage stamps sold during the year 1875		10,283.44
“	“ Amount of Commission on Money Order business for the year 1875.....		500.00
“	“ Amount balance of Sea Pos- tage account with London, £232 19 8½ stg		1,118.32
			<hr/>
			\$16,482.99

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

POSTAL RETURNS.

the Local Government, for the year ended 31st Dec., 1875. *Cr.*

By Amount paid Receiver General		\$12,750.00
“ Amount postage on Official Correspondence	\$55.21	
“ Amount Postage on Unclaimed Letters	54.29	
“ Amount paid for Special Mail Service and Incidental expenses of Post Office, year 1875	87.37	
“ Amount of Postage Stamps sent to Heligoland and Guatemala	12.12	
“ Amount of Discount on Postage Stamps sold \$10,283.44, at 5 per cent.	514.18	
	723.17	
“ Balance to 1876 account		3009.82

\$16,482.99

JOHN DELANEY,
Post Master General.

GEO. LEMESSURIER,
Accountant.

POSTAL RETURNS.

Statement showing the amount of Inland Postage collected at the several Post Offices in Newfoundland, during the year ended 31st December, 1875.

NAME OF POST OFFICE.	AMOUNT.
Bay Bulls.....	\$1.33
Bonavista.....	2.69
Brigus.....	74.28
Burgeo.....	1.10
Burin.....	55.84
Carbonear.....	29.87
Channel.....	4.54
Ferryland.....	2.54
Fogo.....	5.43
Greenspond.....	2.19
Harbor Breton.....	3.67
Harbor Grace.....	112.10
Heart's Content.....	14.50
LaPoile.....	2.23
Little Placentia.....	6.35
Placentia.....	7.33
Rose Blanche.....	2.46
Trinity.....	6.22
Twillingate.....	4.28
	<hr/>
	338.95
St. John's.....	59.48
	<hr/>
	<u>\$398.43</u>

JOHN DELANEY,
Post Master General.
GEO. LEMESSURIER,
Accountant.

 POSTAL RETURNS.

Statement shewing the Amount of Postage collected at the several Post Offices in Newfoundland, on Correspondence per British Packet, during the year ended 31st Dec., 1875.

NAME OF POST OFFICE.	AMOUNT.
Bay Bulls.....	\$1.35
Bonavista.....	1.03
Brigus.....	6.69
Burgeo.....	4.23
Burin.....	6.25
Carbonear.....	10.26
Channel.....	3.68
Ferryland.....	2.37
Fogo.....	2.52
Greenspond.....	1.71
Harbor Breton.....	12.74
Harbor Grace.....	49.80
Heart's Content.....	9.90
LaPoile.....	5.04
Placentia.....	5.17
Rose Blanche.....	2.65
Trinity.....	6.16
Twillingate.....	5.92
	<hr/>
	137.47
St. John's.....	309.46
	<hr/>
	<u>\$446.93</u>

JOHN DELANEY,
Postmaster General.

GEO. LEMESSURIER,
Accountant.

POSTAL RETURNS.

Statement shewing the Gross Revenue collected at the several Post Offices in Newfoundland, in Postage and for Postage Stamps sold during the year ended the 31st day of December 1875.

Name of Post Office.	Postage collected.	Stamps sold.	Totals.
Bay Bulls	\$2.68	\$24.00	\$26.68
Bonavista.....	3.72	50.00	53.72
Brigus	80.97	398.75	479.72
Burgeo.....	5.33	66.00	71.33
Burin	62.09	20.00	82.09
Carbonear.....	40.13	291.00	331.13
Channel	8.22	94.50	102.72
Ferryland	4.91	58.00	62.91
Fogo	7.95	87.00	94.95
Greenspond.....	3.90	78.54	82.44
Harbor Breton.....	16.41	178.00	194.41
Harbor Grace.....	161.90	875.00	1,036.90
Heart's Content	24.40	129.10	153.50
LaPoile	7.27	36.01	43.27
Little Placentia	6.35	"	6.35
Placentia.....	12.50	61.00	73.50
Rose Blanche.....	5.11	90.62	95.73
Trinity	12.38	110.00	122.38
Twillingate	10.20	175.00	185.20
	\$476.42	\$2,822.51	\$3,298.93
St. John's.....	368.94	7,460.93	7,829.87
	\$845.36	10,283.44	\$11,128.80

JOHN DELANEY,
Postmaster-General.

GEO. LEMESSURIFR,
Accountant.

POSTAL RETURNS.

Statement of amounts paid to Postmasters, Clerks, Way Officers and Assistants, year ended 31st Dec., 1875.

Name of Office.	Officer's Name.	Service.	Amount.
General Post Office, St. John's.	John Delany.....	Postmaster General.	\$1,660.00
	G. Lemessurier....	Chief Clerk and Accountant	720.00
	Thomas S. Dwyer	Superi'nt. Money Order Office	800.00
	John Freeman.....	Second Clerk.....	650.00
	George Gaden.....	Third Clerk.....	550.00
	James Campbell..	Assistant.....	280.00
	John Higgins.....	Letter-carrier and Assorter.....	350.00
	John Power.....	Assistant carrier.....	240.00
	G. Lemessurier....	Office Keeper.....	93.00
	Patrick Burke.....	Pensioner.....	47.00
Bay Bulls.....	William Williams..	Postmaster.....	70.00
Bonavista.....	John Laurence.....	Do	100.00
Brigus	Sarah Stentaford...	Postmistress.. . . .	242.00
Burin.....	Thomas Winter...	Postmaster.....	120.00
Burgeo.....	Francis A. Parsons	Do	60.00
Carbonear.....	Nicholas Nicholle..	Do	290.00
Channel.....	Nathan Smith.....	Do	80.00
Ferryland.....	John Morry.....	Do	80.00
Fogo	James Fitzgerald..	Do	100.00
Greenspond.....	William Lang.....	Do	100.00
Harbor Breton...	Thomas Birkett....	Do	100.00
Harbor Grace....	Andrew Drysdale.	Do	450.00
do	William Sharp.....	Letter Carrier.....	52.00
Heart's Content...	George Moore.....	Postmaster.....	80.00
LaPoile.....	T. J. DeBoucier..	Do	30.00
Little Placentia...	Alexander Burke..	Do	70.00
New Perlican.....	Francis Howell....	Do	47.00
Placentia.....	Hannah Bradshaw	Postmistress.....	120.00
Rose Blanche.....	Philiph Sorsoliel...	Postmaster.....	60.00
Trinity.....	Ann Cross.....	Postmistress.....	160.00
Twillingate.....	Joseph J. Pearce..	Postmaster.....	120.00
Bay Roberts.....	Eliza Moore.....	Way Officer.....	24.00
Bay-de-Verds.....	Charles Blunden....	Do	24.00

POSTAL RETURNS.

Statement of amounts paid to Postmasters, Clerks, Way Officers, and Assistants, year ended 31st Dec., 1876.

Name of Office.	Officer's Name.	Service.	Amount.
Bay St. George.....	J. LeGrandais.....	Way Officer.....	\$24.00
Bay of Islands.....	William Petipas....	"	24.00
Bareneed.....	J. W. Butler ...	" Six months	4.00
Blackhead.....	John C. Morris... .	"	30.00
Ponne Bay.....	John E. Roberts..	"	20.00
Branch	John W. English	" Six months	2.00
Burnt Island ...	George Tweedell	"	8.00
Catalina	Stephen James ...	"	50.00
Cat's Cove	Thomas O'Brien....	"	8.00
Clark's Beach....	George F. Payne	" Six months	4.00
Codroy	James Hutchings	" Six months	4.00
English Harbor...	Selina Stirling.....	"	20.00
Exploits	Thomas Winsor..	"	20.00
Fermeuse	John Connell....	"	8.00
Fortune.....	Henry J. Hodder	"	35.00
Fortune Harbor..	Richard Hamilton	"	8.00
Garnish	Sabina Grandy ...	"	24.00
Grand Bank	Jon'th'n Hickman	"	35.00
Grate's Cove	William Meadus.	"	8.00
Hant's Harbor	Charles Green.....	"	20.00
Harbor Buffett	Ann Collett.....	"	20.00
Harbor Main	Johanna Ezekiel..	"	40.00
Hermitage.....	Nathan Frances....	"	24.00
Herring Neck ..	Henry Miles	"	20.00
Holyrood.....	John Veitch.....	"	20.00
Island Cove.....	John Crane	"	24.00
Gooseberry Island	Charles Harris	" Six months	4.00
Kelligrews	William Tilley.....	" Nine months	6.00
King's Cove.....	Patrick Murphy..	"	30.00
Lamalime	James Pittman.....	"	24.00
Little Bay Islands	John Campbell.....	"	16.00
Lower Island Cove	George Cooper	"	20.00
New Harbor	Thomas Newhook	"	24.00
Nipper's Harbor	W. J. Eaton.....	"	24.00
Northern Bay.....	Joseph Hogan	" Ten months	6.66
Oderin	Kate Maddox.....	"	24.00

POSTAL RETURNS.

Statement of amounts paid to Postmasters, Clerks, Way Officers, and Assistants, year ended 31st Dec., 1875.—(Continued.)

Name of Office.	Officer's Name.	Service.	Amount.
Old Perlican	William Christian	Way Officer	\$24.00
Paradise	Patrick Haley....	"	24.00
Petty Harbor	Jacob Bishop....	"	8.00
Portugal Cove	Margaret Dooley..	"	35.00
Port-de-Grave.....	Matthew O'Rielly	"	19.00
Pouch Cove.....	John Easterbrook..	" Six months	10.00
Pushthrough	Henry Camp	"	20.00
Rencontre	Joseph Earle.....	" Six months	2.00
Salvage	Thomas Oldford..	"	20.00
Salmonier, North	Matthew Carew....	"	24.00
Do South	M. McCormack....	"	8.00
Scilly Cove.....	Jacob Hiscock.....	"	8.00
Sound Island	Philip Brown.....	"	16.00
South-side, St. J's	George Read.....	" Six months	4.00
Spaniard's Bay	Wm. H. Earle.....	"	16.00
St. Lawrence	Hugh Vavasour....	"	24.00
St. Mary's.....	Patrick Walsh.....	"	40.00
Tilt Cove.	Leander N. Gill....	"	19.00
Topsail	James Moyse.....	"	20.00
Torbay	John Maguire.....	"	20.00
Trepassey.....	Eliz'th Devereux	"	24.00
Western Bay	Pierce Hanrahan..	"	20.00
St. John's	Miss E. Solomon..	Pensioner, 1 quarter	57.75
			<u>\$9,114.41</u>

JOHN DELANEY,
Post Master General.

GEO. LEMESSURIER,
Accountant.

POSTAL RETURNS.

*Statement of amounts paid to Contractors and others for Carriage of
Mails, during the year ended 31st December 1875.*

Route.	Contractor's Name.	Remarks.	Amount.
Brigus and Bay Roberts	E. Moore.....		\$90.00
“ Cupids.....	Wm. Ledrow		48.33
“ Harbor Main....	J. Ezekiel		69.24
“ Port-de-Grave..	Matthew O’Rielly		79.24
Brooklyn and King’s Cove..	M. D. Stares.....		90.00
Burin and Placentia.....	John Collins		692.32
“ Garnish	Lewis Butler	Ten months	123.26
“ Lamaline	Albin Barbage		195.40
Bonavista and Trinity	Thomas White		161.52
“ Greenspond.....	Robert Ford		276.92
Carbonear and New Ferlican	Joseph Peers		148.00
“ Bay-de-Verds..	James Evans.....		140.00
“ do	William Perfect.....		60.00
Channel and Bonne Bay....	George Lemoin.....	W’r 4 trips	800.00
“ do	John Poole	Sm’r service	1,400.00
English Harbor & Belloram	John Rose		46.16
Ferryland and Trepassey....	Patrick Ryan		184.60
Garnish and Fortune.....	Josiah Hiscock.....		180.00
Gaultois and Hermitage.....	John Dowding.....		80.00
Grates Cove, & New Ferlican	George Howell.....		235.38
Great and Little Placentia....	Alexander Burke..		46.16
Harbor Breton and Channel	William Pink		800.00
“ and Hermitage	John Harris		138.48
“ and Garnish...	William White		507.72
Harbor Grace and Isld. Cove	John Cane		73.84
“ and New Hrbr.	Edward Woodman		75.00
Heart’s Content and Heart’s Delight.....	Thomas Faust.....		40.00
Hearts Delight and Green’s Harbor.....	Henry Jackson		40.00
Placentia and Merasheen ...	Patrick Murphy.....		392.28
“ and Branch	Pierce Burke. . .	11 trips.....	55.00
Lawn Ferry.....	Andrew Strong.....		14.40
St. John’s and Ferryland....	Martin Lambert....		220.00
“ “ Placentia ...	M. E. Sinnot		276.92
“ “ Petty Harbor	Emanuel Chafe.....		40.00

POSTAL RETURNS.

Statement of amounts paid to Contractors and others for Carriage of Mails, during the year ended 31st December, 1875.—Continued.)

Route.	Contractors Name.	Remarks.	Amount.
St. John's and Portugal Cove	William Coughlan		\$160.00
“ Harbor Main.....	“		140.00
“ Placentia.....	“	Wntr. route	400.00
“ Carbonear.....	“	31 trips. ..	620.00
“ Do	“	Fall do 12 do	240.00
“ Placentia and Carbonear	“	2 extra trips	40.00
“ Pouch Cove.....	John Maguire.....	7½ months	25.00
“ New Harbor, Ran- dom, Greenspond, Fogo, Twillingate, &c.....	Woodman Pritchett and others.....	Northern Mail, Win- ter, 1875..	1516.00
St. Kyran's and Paradise...	Thomas Sullivan...		230.76
St. Mary's and Salmonier...	John Hurley.....	6 months....	56.00
Do do	Matthew Carew....	6 months....	60.00
Trinity and New Perlican.....	Peter Coleman.....		884.64
“ Shoal Harbor.....	G. Harrington.....		112.00
“ King's Cove.....	Jessie Janes.....		115.36
Twillingate and Herring Neck.....	Hayter.....	Labdr. and	80.00
Brigus to Harbor Grace . . .	Strickland & Fardy	English Mls.	22.00
			<u>\$12521.93</u>

JOHN DELANEY,
Postmaster-General.

GEO. LEMESSURIFR,
Accountant.

POSTAL RETURNS.

Dr. *The Postmaster General Postage Stamp*

1875.

Jan. 1—To	Amount of Postage Stamps, remaining on hand, 31st December, 1874.	\$51,343.43
Dec. 31	“ Amount received from the Colonial Secretary, year ended 31st December, 1875....	908.00

\$52,251.43

 POSTAL RETURNS.

 Account, year ended 31st December, 1875.

Cr.

1875,

March 31.—By Amount of Postage stamps sold during quarter ended this date.....	\$2,092.00
June 30.—“ Amount of Postage stamps sold during quarter ended this date	2,282.90
Sept. 30.—“ Amount of Postage stamps sold during quarter ended this date	3,150.00
Decr. 31.—“ Amount of Postage stamps sold during quarter ended this date.....	2,758.54
“ “ Balance, being amount of Postage stamps remaining on hand this 31st Dec., 1875	41,967.99
	<u>\$52,251.43</u>

JOHN DELANEY,
Postmaster General.
GEO. LEMESSURIER,
Accountant.

POSTAL RETURNS.

Statement shewing the Number of Registered Letters received and sent through the General Post Office, in Newfoundland, during the year ended 31st Dec., 1875.

Received from the United Kingdom	No. 439
Received from British Provinces	534
Received from United States	255
Received from Postmasters	1415
Registered at St. John's	1177
	Total.....
	3820
Sent to United Kingdom ..	455
Sent to British Provinces	316
Sent to United States	319
Sent to Postmasters for delivery	1053
Returned, as the parties to whom addressed could not be found	4
Delivered at St. John's	1673
	3820

JOHN DELANEY,
Postmaster-General.

GEO. LEMESSURIFR,
Accountant.

 POSTAL RETURNS.

Statement shewing the number of Dead Letters received at the Dead Letter Office, St. John's, Newfoundland, during the year ended 31st Dec., 1875, and how disposed of.

	No.
Received from Postmasters	1299
Received from United Kingdom.....	177
Received from British Provinces.....	386
Received from United States... ..	320
Total.....	<u>2182</u>
Returned to writers in Newfoundland.....	854
Returned to General Post Office, London.....	549
Returned to British Provinces.....	255
Returned to United States.....	168
Dead Letters, the writers of which could not be found.....	356
Total.....	<u>2182</u>

JOHN DELANEY,
Post Master General.

GEO. LEMESSURIER,
Accountant.

POSTAL RETURNS.

Statement shewing the number of Mails and Letters contained therein, received at and despatched from, the General Post Office, St. John's, Newfoundland, during the year ended 31st December, 1875.

	Number of Mails,	Number of Letters.
Received from Outports	1891	83343
Received from Labrador	11	7357
Received from United Kingdom	118	77056
Received from British Provinces and Foreign countries	436	83124
Despatched to Outports.....	2450	91542
Despatched to Labrador.....	7	4868
Despatched to United Kingdom.....	117	60564
Despatched to British Provinces and Foreign countries	213	66798
	5240	474652
Increase over 1874, received and despatched:	452	32447

JOHN DELANEY,
Post Master General,
GEO. LEMESSURIER,
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 ending 31st Dec., 1875.

Offices.	No. of Orders issued.	Amount.	Commission.	No. of Orders paid.	Amount.
Bay Bulls.....	.....	.....	.....	1	\$19.64
Bonavista.....	30	\$575.41	\$5.78	4	115.95
Brigus.....	39	876.78	10.36	29	844.21
Burgeo.....	4	67.20	0.97	3	80.10
Burin.....	34	645.98	12.33	11	230.63
Carbonear.....	60	1223.48	22.88	27	544.10
Channel.....	31	1247.50	10.13	15	325.22
Ferryland.....	9	80.84	2.26	9	158.11
Fogo.....	3	27.36	0.96	"	"
Greenspond.....	20	725.94	5.98	3	82.96
Harbor Briton.....	63	1697.98	30.23	9	143.76
Harbor Grace.....	289	6060.30	80.90	89	2159.37
Heart's Content.....	85	1332.97	18.58	"	"
Placentia.....	2	18.70	0.15	5	94.38
Rose Blanche.....	24	433.15	6.06	4	138.23
St. John's.....	1110	22647.42	457.82	597	13887.21
Trinity.....	39	654.47	8.27	6	144.00
Twillingate.....	22	210.92	6.96	18	217.88
	1864	\$38526.40	\$680.62	830	\$19185 75

JOHN DELANEY,
Postmaster-General.
T. S. DWYER,
Superintendent

POSTAL RETURNS.

Statement shewing the extent of Money Order transactions with the United Kingdom and Dominion of Canada, during the year ended 31st Dec., 1875.

Countries.	Orders issued in Nfld., payable in other Countries.		Orders issued in other Countries payable in Nfld.	
	No.	Amount.	No.	Amount.
England.....	689	\$11937.78	120	\$2203.09
Ireland.....	161	2991.84	14	251.92
Scotland.....	191	3941.10	10	137.76
Total of United Kingdom	1041	18870.72	144	2592.77
Ontario and Quebec....	133	2552.20	101	2630.44
Nova Scotia.....	185	4863.96	63	1312.12
New Brunswick....	17	350.76	39	1134.70
Prince Edward Island...	18	408.72	18	474.98
	1394	\$27041.36	368	\$8145.01

JOHN DELANEY,
Postmaster General
T. S. DWYER,
Superintendent.

POSTAL RETURNS.

Summary of Money Orders Transactions for the year ending 31st Dec., 1875.

	Number of Orders issued.	Amount.
Orders issued in Nfid payable in U. Kingdom.....	1041	\$18870.72
“ “ “ Ontario & Quebec	103	2552.20
“ “ “ Nova Scotia.....	185	4863.96
“ “ “ New Brunswick ..	17	350.76
“ “ “ Prince Ed. Island	18	403.72
	<hr/>	<hr/>
	1364	27041.36
Orders issued in U. Kingdom payable in Nfid....	144	2592.77
“ “ “ Ontario & Quebec	104	2630.44
“ “ “ Nova Scotia.....	63	1312.12
“ “ “ New Brunswick	39	1134.70
“ “ “ Prince Ed. Island	18	474.98
	<hr/>	<hr/>
	1732	\$35186.37

JOHN DELANEY,
Post Master General.
T. S. DWYER,
Superintendent.

 POSTL RETURNS.

 COMMISSION ACCOUNT,

Dr.			
To	proportion paid British and Dominion Offices	\$194.04	
"	Amount passed to Revenue account, 31st Dec., 1875	500.00	
"	Balance carried to credit of 1876.....	14.97	
			<u>\$709.01</u>
Cr.			
By	Balance from 1874.....	20.49	
"	Cash received for Commission on issue of Newfoundland.....	680.62	
"	Cash received from Dominion Offices..	7.90	
			<u>709.01</u>

JOHN DELANEY,
Post Master General,
T. S. DWYER,
Superintendent.

POSTAL RETURNS.

Comparative Statement of Money Order Transactions for the past five years.

Years.	Number of Orders issued.	Amount of Orders issued.	Commission on issues.	Number of Orders Paid.	Amount of Orders Paid.
1871.....	1183	\$24,969.81	\$474.40	515	\$12,152.43
1872.....	1189	25,001.52	446.37	585	12,711.38
1873.....	1508	30,380.83	595.08	642	17,777.95
1874.....	1632	33,889.08	636.36	705	15,409.56
1875.....	1864	38,526.40	680.62	830	19,185.75

JOHN DELANEY,
Post Master 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 1875, shewing the aggregate Quantities and Value of the various Articles and Amount of Duty collected thereon.

ARTICLES IMPORTED.	QUANTITY:	VALUE.	DUTY.
Hock and Light Renish Wines 82	{ 16 gls at 50 cts. 66 gls at 60 cts		\$47.60
All other Wines.....	34 Gals.	79.00	37.07
Sweet or Fancy Biscuits and Crackers, 13 per cent.....		\$3,809.16	495.19
Goods, Wares, and Merchandize, enumerated, to pay duty at the rate of 8 per cent..		525,873.00	42,069.84
“ “ 20 per cent.....		41,931.20	8,386.24
Goods not otherwise enumerated or described, 13 per cent.....		2,112,027.62	274,563.57
	TOTAL....	\$2,821,121.00	\$797,281.23

JAMES J. ROGERSON,
Receiver General

CUSTOM-HOUSE, St. John's,
31st Dec., 1875.

CUSTOMS' RETURNS.

and Payments for year ended 31st Dec, 1875.

Jan. 1—	By	Outport Balances, viz:			
"	"	Greenspond, \$158.90, Trinity, \$1,002.64.....	.....	\$1,161.54	
"	"	Trepassev, \$2.46, Placentia, \$22.00.....	.....	24.46	
"	"	St. Lawrence, \$25.54, Rose Blanche, \$9.00...	.....	34.54	
"	"	Channel, \$305.73 .....	.....	305.73	
					\$1,526.27
"	"	Cape Race Light balance			37.08
Dec. 31	"	Drawbacks, St. John's .....	.....	1,860.78	
"	"	Return Duties, " .....	.....	344.80	
"	"	Over Entries " .....	.....	701.55	
"	"	Incidentals.....	.....	1,290.46	
					4,197.59
"	"	Salaries, Officers, St. John's .....	.....	11,523.56	
"	"	" Tidewaters, " .....	.....	6,875.00	
"	"	" Boatmen, " .....	.....	3,374.00	
"	"	" Excise " .....	.....	120.04	
					21,892.66
"	"	" Officers, Outports, .....	.....	17,071.33	
"	"	" Tidewaiters, " .....	.....	1,469.62	
"	"	" Boatmen, " .....	.....	1,546.08	
					20,087.03
"	"	Return Duties, " .....	.....	169.35	
"	"	Over Entries, " .....	.....	7.14	
"	"	Incidentals, " .....	.....	1,174.96	
					1,351.45
"	"	Drawback on Flour baked in St. John's, .....	.....	4,945.23	
"	"	Do. on Ships built in the Island, .....	.....	7,627.00	
"	"	Lumber certificates, .....	.....	23.50	
"	"	Quarantine Expenses, .....	.....	221.40	
"	"	Salaries, Labrador, .....	.....	1,543.80	
"	"	" Superannuation, .....	.....	246.72	
					14,607.65
"	"	Blanc Sablon, balances retired as worthless			147.50
"	"	Treasury Department, viz:			
		Cash transferred, .....	.....	453,225.67	
		Bonds do, .....	.....	331,241.26	
					784,466.93
"	"	Outport Balances, viz:			
		Twillingate, \$591.50, Fogo, \$535.65..	.....	1,127.15	
		Tilt Cove, 2,916.01, Trinity, 869.09..	.....	3,785.10	
		Catalina, 383.30, Carbonear, 2,703.33..	.....	3,086.63	
		Hr. Grace, 8,825.62, Bay Bulls, 14.92..	.....	8,840.54	
		Renews, 5.00, Hr. Briton, 1,178.05..	.....	1,183.05	
		Gaultois, 226.73, Burgeo, 49.87..	.....	276.60	
		Channel, 20.03, St. Jacques, 136.76..	.....	156.79	
		Heart's Content, 3.21, B. Sablon, 1,579.71..	.....	1,582.92	
					20,038.78
					<u>\$868,352.84</u>

I Certify that the foregoing Account is just and true in every particular, to the best of my knowledge and belief.

JAMES J. ROGERSON, Receiver General.

Examined and found correct,

CUSTOM-HOUSE, St. John's,
31st Dec., 1875.

THOMAS GLEN,
Auditor of Public Accounts.

CUSTOMS' RETURNS.

TOTAL VALUE OF IMPORTS AND EXPORTS OF THE COLONY OF NEWFOUNDLAND, FROM AND TO EACH COUNTRY, IN THE YEAR, 1875.

Countries.	Imports.	Exports.
United Kingdom.....	\$2,520,956	\$2,091,062
Jersey.....	48,900	38,595
Canada.....	1,122,241	93,932
Nova Scotia.....	770,159	92,567
New Brunswick.....	337,116	414
Prince Edward Island.....	91,133	5,378
British West Indies.....	300,309	357,089
Spain.....	65,127	673,311
Portugal.....	45,070	937,822
Italy.....	189	216,063
Sicily.....	8,698	34,695
Hamburg.....	159,095	60,656
Foreign West Indies.....	271,614	189,255
Gibraltar.....	"	115,925
Brazil.....	"	1,325,496
Cumberland Inlet.....	240	"
United States.....	1,598,006	197,269
Saint Peter's.....	19,514	2,474
	\$7,058,372	\$6,482,063

CUSTOM HOUSE,
St. John's, March 10, 1876.

CUSTOMS' RETURNS.

EXPORTS FROM NEWFOUNDLAND AND LABRADOR,
YEAR 1875.

Cod Fish, dried....	1,136,235	Qtls.,	@	£1	4	0	£1,363,482	0	0
Core Fish.....	730	"	"	0	10	0	365	0	0
Seal Skins.....	346,924	Tuns	"	0	6	6	112,750	6	0
Seal Oil.....	4,971	"	"	33	0	0	164,043	0	0
Whale Oil.....	37	"	"	32	0	0	1,184	0	0
Cod Oil.....	2,990	"	"	42	0	0	125,580	0	0
Refined Cod Oil...	89	"	"	0	6	0 ⁷ / _{g.}	6,835	4	0
Other Oils.....	25	"	"	32	0	0	800	0	0
Blubber.....	92	"	"	4	0	0	368	0	0
Salmon.....	8,101	Tierces	"	3	10	0	28,353	10	0
Herrings pickled...	192,639	Barrels	"	0	15	0	144,479	5	0
Herrings frozen fresh.....	14,450	"	"	0	5	0	3,612	10	0
Trout.....	1,458	"	"	1	10	0	2,187	0	0
Cod Roes.....	221	"	"	0	15	0	165	15	0
Haddock.....	144	Qtls.	"	1	0	0	144	0	0
Hallibut.....	330	"	"	0	10	0	165	0	0
Salmon preserved in tins.....	50,120	Lbs.	"	0	0	8	1,670	13	4
Lobsters.....	144,723	"	"	0	0	6	3,618	1	6
Copper Ore.....	11,118	Tons	"	6	0	0	66,708	0	0
Nickel Ore.....	17	"	"	70	0	0	1,190	0	0
Lead Ore.....	95	"	"	10	0	0	950	0	0
Sounds & Tongues	164	Pkgs.	"	0	5	0	41	0	0
Other articles not enumerated, Bait, &c., sold to French.....							25,000	0	0
							£2,053,692	4	10
							or \$8,214,768.98		

Exports in 1874.....\$8,682,064.13, or £2,170,516 0 8.

CUSTOMS' RETURNS.

EXPORTS FROM NEWFOUNDLAND

Places.	Quintals dried Cod Fish.	Quintals Core Fish.	No. of Seal Skins.	Tons Oils.				
				Seal.	Whale.	Cod.	Refined Cod.	Other Oils.
St. John's	647580	9	304237	4400	30	2092	89	23
Tilt Cove and Berts Cove.....								
Twillingate	18818		1449	25		33		
Fogo.....	12472							
Greenspond.....	11760							
Catalina.....	16343							
Trinity.....	7150							
Hants Harbor.....	2700							
Carbonear.....	7647			3		1		
Harbor Grace.....	58309		37426	446		526		
Ferryland.....	4360							
Renews.....	3305							
Little Placentia.....	5950							
Burin.....	9047					86		
St. Lawrence.....								
Lamaline.....	400				1	1		
Fortune.....	300					1		
Grand Bank.....	310				6	4		
English Harbor.....								
Harbor Briton.....	13245					68		
Gaultois.....	13278							
Pushthrough.....	454					11		
Burgeo.....	14290	480				4		
Lapointe.....	10510	206	2968	57		33		1
Rose Blanche.....	5892							
Channel.....	1818	35		3		2		
Labrador, Nfld. Houses.....	244707		44	7		87		1
Total by Nfld. Trade.....	1110735	790	346124	4941	37	2999	89	25
Labrador Houses not connected with Nfld.....	11000		800	15		46		
French Shore—viz.:—Partridge Head to Anchor Point.....	2500			15		12		
Bonne Bay.....	3000					8		
Bay of Islands.....	4000					10		
St. George's Bay.....	5000					15		
(Estimated quantities.)								
Total.....	1136235	790	346924	4771	37	2990	89	25
Total 1874.....	1609724	904	398866	4358	62	2939	222	26
Increase.....				613		51		
Decrease.....	473489	174	51442		25		133	1

CUSTOMS' RETURNS.

AND LABRADOR—YEAR 1875.

Tuns Blubber.	Tierces Salmon.	Brls. Herrings.		Barrels Trout.	Barrels Cod Roes.	Quintals Haddock.	Quintals Halibut.	Lbs. Salmon preserved in tuns.	Lbs. Lobsters preserved in tins.	Tons Ore.			Packages Cod Sounds and Tongues.
		Pickled.	Frozen Fresh.							Copper.	Nickel.	Lead.	
57	4478	16390		1413		144	10	6480	67011			45	43
	60									11118	17	50	
	74	131											
13	2	1863		12									
	139	3506											
6					100								
		2000											
	5	1108			12		10						12
	148	555					11		77712				12
		12750	9600										
			4850										
	148	550		3	74		5						44
	87	450			2		192						53
3	154	656			33								
		964											
	43	2719					102						
13	1613	58347						8640					
92	6896	101989	14450	1428	221	144	330	15120	144723	11118	17	95	164
	950	8650		30				35000					
	200	2000											
		40000											
	20	15000											
	35	25000											
92	8101	192639	14450	1458	221	144	330	50120	144723	11118	17	95	164
81	7883	189956	8300	2234	1186	18	1449	96562	25814	4346		180	276
11	218	2683	6150			126		13558	118909	6772	17		
				776	965		1119					35	112

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

ARTICLES,	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S	F. S			Total of Imports.	Price.	
Animals, viz:—Horses...	Canada	No. 3	.....	No. 3	No. 3	\$270	\$90	\$6.90
	Nova Scotia	165	.....	165	165	14850	"	379.50
		168	.....	168	168	15120		\$386.40
Oxen and Cows.....	Nova Scotia	No. 1996	.....	No. 1996	No. 1996	\$89140.80	Declared.	\$4457.04
	P. E. Island	53	.....	53	53	1264 00	"	63.20
	St. Peters.....	4	.....	4	4	77.00	"	3.85
		2053	.....	2053	2053	\$90481.80		\$4524.09
Sheep.....	Nova Scotia	No. 4042	.....	No. 4042	No. 4042	\$10105.00	Declared.	Free.
	P. E. Island	185	.....	185	185	462.50	"	"
	St. Peter's.....	27	.....	27	27	67.50	"	"
		4254	.....	4254	4254	\$10635.00		
Swine and Calves,....	Nova Scotia	No. 109	.....	No. 109	No. 109	\$545	\$5.00	\$25.07
	P. E. Island	9	.....	9	9	45	"	2.07
		118	.....	118	118	\$590		\$27.14

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Apothecaries' Wares.....	U. Kingdom.....	\$3503	.....	\$3503	\$3503	\$3503	Declared.	\$455.39
	Nova Scotia.....	143	.....	143	143	143	"	18.59
	United States.....	522	.....	522	522	522	"	57.86
		\$4168	.....	\$4168	\$4168	\$4168		\$541.84
Medicines.....	United Kingdom....	\$13043	.....	\$13043	\$13043	\$13043	Declared.	\$1043.44
	Jersey.....	108	.....	108	108	108	"	6.64
	Canada.....	3161	.....	3161	3161	3161	"	252.88
	Nova Scotia.....	2224	.....	2224	2224	2224	"	177.92
	United States.....	968	.....	968	968	968	"	77.44
		\$19504	.....	\$19504	\$19504	\$19504		\$1560.32
Ammunition.—Lead and Shot.	United Kingdom....	Cwt. 1716	.....	Cwt. 1716	Cwt. 11716	\$10297	Declared.	1338.61
	Jersey.....	63	.....	63	63	381	"	49.53
	Nova Scotia.....	2	.....	2	2	13	"	1.60
		1781	.....	1781	1781	\$10691		\$1389.83

CUSTOMS' RETURNS.

Gunpowder.....	United Kingdom.....	Lbs.	Lbs.	Lbs.			
	Jersey.....	24770	3774 ¹	34770	\$5795	Declared.	\$753.35
	Nova Scotia.....	1116	1116	1116	186	"	24.18
		1410	1410	1410	235	"	30.55
		37296	37296	37296	\$6216		\$808.08
Guns.....	United Kingdom.....	\$1815	\$1815	\$1815	\$1815	Declared.	\$235.95
	Jersey.....	60	60	60	60	"	7.80
	Nova Scotia.....	180	180	180	180	"	23.40
	United States.....	6	6	6	6	"	0.78
		\$2061	\$2061	\$2061	\$2061		\$267.93
Bacon and Hams.....	United Kingdom.....	Cwt.	Cwt.	Cwt.			
	Canada.....	266 $\frac{1}{2}$	266 $\frac{1}{2}$	266 $\frac{1}{2}$	\$5325	\$20	\$532.50
	Nova Scotia.....	200 $\frac{1}{2}$	200 $\frac{1}{2}$	200 $\frac{1}{2}$	4015	"	401.50
	Prince Edward Island	159 $\frac{1}{2}$	159 $\frac{1}{2}$	159 $\frac{1}{2}$	3190	"	319.00
	Hamburg.....	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	445	"	44.50
		2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	50	"	5.00
	United States.....	300 $\frac{1}{2}$	300 $\frac{1}{2}$	300 $\frac{1}{2}$	6005	"	600.50
		951 $\frac{1}{2}$	951 $\frac{1}{2}$	951 $\frac{1}{2}$	\$19030		\$1908.00
Beer.....	United Kingdom.....	Gals.	Gals.	Gals.			
	Jersey.....	48062	48062	48062	\$19225	\$0.40	\$4868.20
	Canada.....	566	566	566	226	"	56.60
	Nova Scotia.....	394	394	394	158	"	39.40
	Portugal.....	200	200	"	80	"	"
	Saint Peter's.....	65	65	65	26	"	6.50
	United States.....	15	15	15	6	"	1.50
	60	60	60	24	"	6.00	
		49362	49782	49782	\$19745		\$4978.20

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

ARTICLES.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Beef.....	United Kingdom.....	Brls. 2	.....	Brls. 2	Brls. 2	\$18	\$9	\$1.20
	Canada	66	.....	66	66	594	"	39.60
	Nova Scotia	78	.....	78	78	702	"	46.80
	P. E. Island	10	.....	10	10	90	"	6.00
	Cumberland Inlet....	2	.....	2	2	18	"	1.20
	United States	1693	.....	1693	1693	15237		1015.80
			1851	1857	1851	16659		$1110.60
Bread.....	United Kngdom.....	Cwt. 348	.....	Cwt. 348	Cwt. 348	\$1740	\$5	\$24.36
	Jersey	621	.....	621	621	3105	"	43.47
	Canada	4731	.....	4731	4731	23655	"	331.17
	Nova Scotia	299	.....	299	299	1495	"	20.93
	Hamburg.....	17823	3948	21771	21771	108855	"	1523.97
	United States.....	34	.....	34	34	170	"	2.38
	St. Peters.....	86	.....	86	86	430	"	6.02
		23942	3948	27890	27890	\$139450		\$1952.30

CUSTOMS RETURNS.

Bricks	United Kingdom	M.	442	M.	442	M.	442	\$4416	Declared.	\$574.08
	Jersey		19		19		19	190	"	24.70
	Nova Scotia		78		78		78	783	"	101.79
	New Brunswick		5		5		5	50	"	6.50
	P. E. Island		35		35		35	347	"	45.11
	Hamburg		67		67		67	676	"	87.88
	United States		179		179		179	1798	"	233.74
			825		825		825	\$8260		\$1073.80
Butter	United Kingdom	Cwt.	1470	Cwt.	1470	Cwt.	1470	\$32340	\$22	\$1646.40
	Jersey		59		59		59	1298	"	66.08
	Canada		6030		6030		6030	132660	"	6753.60
	Nova Scotia		5021 $\frac{1}{2}$		5021 $\frac{1}{2}$		5021 $\frac{1}{2}$	110467	"	5623.80
	P. E. Island		106 $\frac{1}{2}$		106 $\frac{1}{2}$		106 $\frac{1}{2}$	2343	"	119.28
	Hamburg		947 $\frac{1}{2}$	453 $\frac{1}{2}$	1401	1401	1401	30822	"	1569.12
	United States		543		543		543	11946	"	608.16
	St. Peter's		26		26		26	572	"	29.12
			14203 $\frac{1}{2}$	453 $\frac{1}{2}$	14656 $\frac{3}{4}$	14656 $\frac{3}{4}$	\$322448			\$16415.56
Cabinet Ware	United Kingdom		\$13889		\$13889		\$13889	\$13889	Declared.	\$1805.57
	Canada		546		546		546	546	"	70.98
	Nova Scotia		964		964		964	964	"	125.32
	P. E. Island		100		100		100	100	"	13.00
	Hamburg		351		351		351	351	"	45.63
	United States		6795		6795		6795	6795	"	883.35
				\$22645		\$22645		\$22645			$2943.85

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Candles		Lbs.		Lbs.	Lbs.			
	U. Kingdom.....	7480	.....	7840	7480	\$748	Declared.	\$149.60
	Jersey.....	360	.....	360	360	36	"	7.20
	Canada.....	2180	.....	2180	2180	218	"	43.60
	Nova Scotia.....	70	.....	70	70	7	"	1.40
	New Brunswick.....	520	.....	520	520	52	"	10.40
	United States.....	30980	.....	30980	30980	3098	"	619.60
		41590	.....	41590	41590	\$4159		\$834.80
Cheese.....		Cwt.		Cwt.	Cwt.			
	United Kingdom.....	180	.....	180	180	\$2580	\$16.00	\$270.00
	Canada.....	463	.....	463	463	7408	"	694.50
	Nova Scotia.....	155	.....	155	155	2480	"	232.50
	United States.....	303½	.....	303½	303½	4856		455.25
		1101½	.....	1101½	1101½	\$17624		\$1652.25
Chocolate.....		Lbs.		Lbs.	Lbs.			
	United Kingdom.....	40624	.....	40624	42304	\$4872	12 cts.	\$1692.16
	Jersey.....	560	.....	560	560	67	"	22.40
	Nova Scotia.....	425	425	425	51	"	17.00
	St. Peter's.....	75	75	75	9	"	3.00
		41684	41684	43364	\$5002		\$1734.56

CUSTOMS RETURNS.

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Coals	United Kingdom.....	Tons. 10615		Tons. 10615	Tons. 10615	\$53075	\$5	Free:
	Nova Scotia.....	48096	222	48318	48318	241590	"	"
	B. W. Indies	80		80	80	400	"	"
	United States.....	583		583	583	2915	"	"
	St. Peter's.....	59		59	59	295	"	"
		59433	222	59655	59655	\$298275		
Clocks and Watches	United Kingdom.....	\$1676		\$1676	\$1676	\$1676	Declared.	\$217.88
	Canada.....	414		414	414	414	"	53.82
	United States	2614		2614	2614	2614	"	339.82
	St. Peter's.....	250		250	250	250	"	32.50
			\$4954		\$4954	\$4954	\$4954		$644.02
Coffee	United Kingdom....	Lbs. 77884		Lbs. 77884	Lbs. 73013	\$15577	\$0.20	\$2190.39
	Canada	376		376	376	75	"	11.28
	Nova Scotia.....	3323		3323	3323	655	"	99.69
	F. W. Indies.....	4000	18407	22407	23547	4481	"	706.41
	United States.....	8207		8207	13575	1642	"	407.25
	St. Peter's.....	107		107	107	21	"	3.21
		93897	18407	112304	113941	\$22461		\$3418.23

CUSTOMS RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

CUSTOMS' RETURNS.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Cordage.....	United Kingdom.....	Cwt. 8626		8626	Cwt. 8626	\$77629	Declared.	\$6210.32
	Jersey.....	424		424	424	3820	"	305.60
	Canada.....	1262		1262	1262	11360	"	908.80
	Nova Scotia.....	32		32	32	289	"	23.12
	United States.....	425		425	425	3926	"	314.08
	St. Peter's.....	9		9	9	82	"	6.56
		10778		10778	10778	\$97106		\$7768.48
Confectionery	United Kingdom.....	Cwt. 389		389	Cwt. 389	\$9336	\$24	\$1361.50
	Jersey.....	1/2		1/2	1/2	12	"	1.75
	Canada.....	76 1/2		76 1/2	76 1/2	1836	"	267.75
	Nova Scotia.....	6 1/2		6 1/2	6 1/2	156	"	22.75
	Spain.....	4 1/2		4 1/2	4 1/2	108	"	15.75
	United States.....	19		19	19	456	"	66.50
		496		496	496	\$11904		\$1736.00
Corks and Corkwood.....	United Kingdom.....	Cwt. 135		135	Cwt. 135	\$674	Declared.	\$53.92
	Spain.....	5		5	5	27	"	2.16
	Portugal.....	295		295	295	1476	"	118.08
		435		435	435	\$2177		\$174.16

CUSTOMS RETURNS.

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		Bush.	Bush.	Bush.			
Corn, Grain, viz: Oats	Canada.....	1322	1322	1322	\$661	Declared.	\$52.88
	Nova Scotia.....	3002	3002	3002	1501	"	120.08
	P. E. Island	47466	47466	47466	23733	"	1898.64
		51790	51790	51790	\$25895		\$2071.60
Barley.....	United Kingdom...	\$356	\$356	\$356	\$356	Declared.	\$28.48
	Canada.....	52	52	52	52	"	4.16
	Nova Scotia.....	16	16	16	16	"	1.28
	Prince Edward Island	5403	5403	5403	5403	"	432.24
	United States.....	386	386	386	386	"	30.88
		\$6213	\$6213	\$6213	\$6213		\$497.04
Bran.....	Canada	\$105	\$105	\$105	\$105	Declared.	\$8.40
	United States.....	820	820	820	820	"	65.60
		\$925	\$925	\$925	\$925		\$74.00
Indian Corn.....	Canada.....	\$56	\$56	\$56	\$56	Declared.	\$4.48
	United States.....	2909	2909	2909	2909	"	232.72
		\$2965	\$2965	\$2965	\$2965		\$237.20
Corn Meal	Canada.....	Brls. 1148	Brls. 1148	Brls. 1148	\$4592	\$4	\$172.20
	Nova Scotia.....	506	506	506	2024	"	75.90
	United States.....	5502	5502	5502	22008	"	825.30
		7156	7156	7156	\$28624		\$1073.40

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Oatmeal.....	United Kingdom.....	Brls. 161	.....	Brls. 161	Brls. 161	\$966	\$6	\$32.20
	Canada.....	1281	.....	1281	1281	7686	"	256.20
	Nova Scotia.....	11	.....	11	11	66	"	2.20
	United States.....	4	.....	4	4	24	"	0.80
			1457		1457	1457	\$8742		$291.40
Pease.....	United Kingdom...	Brls. 113	.....	Brls. 113	Brls. 113	\$452	\$4	\$16.96
	Canada.....	4128	.....	4128	4128	16512	"	619.20
	Nova Scotia.....	2	.....	2	2	8	"	0.30
	United States.....	97	.....	97	97	388	"	14.55
			4340		4340	4340	\$17360		$651.00
Flour.....	United Kingdom...	Brls. 8	.....	Brls. 8	Brls. 8	\$48	\$6	\$1.00
	Jersey.....	24	.....	24	24	144	"	4.80
	Canada.....	94973	.....	94973	94973	569838	"	18994.60
	Nova Scotia.....	1703	.....	1703	1703	10218	"	340.60
	P. E. Island.....	68	.....	68	68	408	"	13.60
	Hamburg.....	1	.....	1	1	6	"	0.20
	United States.....	138261	.....	138261	138261	829566	"	27652.20
	St. Pete.'s.....	1035	.....	1035	1035	6210	"	207.00
		236073		236073	236073	\$141643		\$47214.60

CUSTOMS' RETURNS.

CUSTOMS' RETURNS.

Earthenware.....	United Kingdom.....	\$27169	\$27169	\$27169	\$27169	Declared.	\$3531.97
	Jersey.....	406	406	406	406	"	52.78
	Nova Scotia.....	339	339	339	339	"	44.07
	Canada.....	26	26	26	26	"	3.38
		\$27940	\$27940	27940	27940		3632.20
Feathers.....		Lbs.	Lbs.	Lbs.			
	United Kingdom....	1350	1350	1350	\$162	\$0.12	\$67.50
	Spain.....	50	50	50	6	"	2.50
	Portugal.....	2016	2016	2016	242	"	100.80
	United States.....	30341	30341	30341	3641	"	1517.05
		33757	33757	33757	4051		1687.85
Fishing Tackle.....	United Kingdom....	\$103618	\$103618	\$103618	\$108618	Declared.	\$8289.44
	Jersey.....	3660	3660	3660	3660	"	292.80
	Nova Scotia.....	2281	2281	2281	2281	"	182.48
	United States.....	4626	4626	4626	4626	"	370.08
	St. Peter's.....	179	179	179	179	"	14.32
		\$114364	\$114364	114364	114364		9149.12
Fishing Tackle—(Free.)	United Kingdom....	\$13468	\$13468	\$13468	\$13468	Declared.	Free.
	Jersey.....	110	110	110	110	"	"
		13578	\$13578	\$13578	13578		"
Fish, viz. Oysters, (Free)	Nova Scotia.....	Bush. 448	Bush. 448	Bush. 448	\$448	Declared.	Free.
	P. E. Island.....	59	59	59	59	"	"
		507	507	507	507		

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Fish, Pickled	United Kingdom.....	Cwt. 2		Lbs. 2	Cwt. 2	\$6	\$3	\$2.64
	Canada	3		3	3	9	"	3.96
	Nova Scotia	4		4	4	12	"	5.28
	United States.....	7½		7½	7½	22	"	9.90
	St. Peter's.....	1431		1431	1431	4293	"	1888.92
			1447½		1447½	1447½	\$4343		$1910.70
Fruit, viz:—Dried	United Kingdom.....	Lbs. 188958		Lbs. 188958	Lbs. 193630	\$22675	\$0.12	\$7745.45
	Jersey	5102		5102	5102	612	"	204.08
	Canada	171		171	171	21	"	6.84
	Nova Scotia	2653		2653	2663	318	"	106.12
	P. E. Island.....	290		290	290	35	"	11.60
	Spain.....	1215		1215	1215	145	"	48.60
	Portugal.....	461		461	461	55	"	18.44
	Sicily.....	11		11	11	1	"	0.44
	United States	62687		62687	62687	7522	"	2507.48
	St. Peter's.....	362		362	362	43	"	14.48
		261910		261910	266582	\$31427		\$10663.28

CUSTOMS' RETURNS.

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Fruit—Apples.....	Jersey.....	Brls. 19	Brls. 19	Brls. 19	\$95	\$5	\$5.70
	Canada.....	679	679	679	3395	"	203.70
	Nova Scotia.....	1226	.....	1226	1226	6130	"	307.80
	P. E. Island.....	3	.....	3	3	15	"	0.90
	United States.....	712	.....	712	712	3560	"	213.60
	St. Peter's.....	22	.....	22	22	110	"	6.60
		2661		2661	2661	\$13305		\$798.30
Fruit—Other sorts	United Kingdom....	\$2289.60	.....	\$2289.60	\$2289.60	\$2289.60	Declared.	\$114.48
	Canada.....	28.00	.....	28.00	28.00	28.00	"	1.40
	Nova Scotia.....	178.00	.....	178.00	178.00	178.00	"	8.90
	B. W. Indies.....	29.00	.....	29.00	29.00	29.00	"	1.45
	Spain.....	400.00	.....	400.00	400.00	400.00	"	20.00
	Portugal.....	379.00	.....	379.00	379.00	379.00	"	18.95
	F. W. Indies.....	70.00	\$299	369.00	369.00	369.00	"	18.45
	United States.....	789.00	.....	789.00	789.00	789.00	"	39.45
	\$4162.60	\$299	\$4461.60	\$4461.60	\$4461.60		\$223.08	
Glasware	U. Kingdom.....	\$12657	.....	\$12657	\$12657	\$12657	Declared.	\$1645.41
	Jersey.....	29	.....	29	29	29	"	3.77
	Nova Scotia.....	633	.....	633	633	633	"	82.29
	Hamburg.....	1663	.....	1663	1663	1663	"	216.19
	United States.....	6150	.....	6150	6150	6150	"	799.50
	St. Peter's.....	401	401	401	401	"	52.13
	\$21533		\$21533	\$21533	\$21533		\$2799.29	

CUSTOMS RETURNS.

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GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Hardware, 13 per cent.....	United Kingdom.....	\$114835	.....	\$114835	\$114835	\$114835	Declared.	\$14928.55
	Jersey.....	1863	.....	1863	1863	1863	"	242.19
	Canada.....	1613	.....	1613	1613	1613	"	209.69
	New Brunswick.....	100	.....	100	100	100	"	13.00
	Nova Scotia.....	12720	.....	12720	12720	12720	"	1653.60
	Sicily.....	24	.....	24	24	24	"	3.12
	United States.....	12479	.....	12479	12479	12479	"	1622.27
	St. Peter's.....	5	.....	5	5	5	"	0.65
		143639		143639	143639	143639	.....	18673.07
Hardware, 8 per cent....	United Kingdom....	\$62000	.....	62000	\$62000	\$62000	Declared.	\$4960.00
	Jersey.....	835	.....	835	835	835	"	66.80
	Canada.....	36	.....	36	36	36	"	2.88
	Nova Scotia.....	1295	.....	1295	1295	1295	"	103.60
	United States.....	132	.....	132	132	132	"	10.56
	St. Peter's.....	89	.....	89	89	89	"	7.12
		64387		64387	64387	64389	.....	\$5150.96
India Rubber Ware.....	United Kingdom...	\$1184	.....	\$1184	\$1184	\$1184	Declared.	\$153.92
	Canada.....	845	.....	845	845	845	"	109.85
	Nova Scotia.....	1359	1359	1359	1359	"	176.67
	United States.....	162	162	162	162	"	21.06
			3550		3550	\$3550	\$3550

CUSTOMS RETURNS.

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CUSTOMS RETURNS.

Lard.....	United Kingdom....	Cwt. 5	Cwt. 5	Cwt. 5	\$80	Declared.	\$10.40
	Canada.....	33	33	33	490	"	63.70
	Nova Scotia.....	7	7	7	100	"	13.00
	United States.....	184	184	184	2768	"	359.84
		229	229	229	\$3438		\$446.94
Lead.....	United Kingdom....	Cwt. 560	Cwt. 560	Cwt. 560	\$3360	Declared.	\$436.80
	Nova Scotia.....	4	4	4	24	"	3.12
		564	564	564	\$3384		\$439.92
Pain.....	United Kingdom....	Cwt. 2289	Cwt. 2289	Cwt. 2289	\$18313	Declared.	\$2380.69
	Jersey.....	46	46	46	367	"	47.71
	Canada.....	5	5	5	39	"	5.07
	Nova Scotia.....	6	6	6	46	"	5.98
	United States.....	159	159	159	1272	"	165.36
		2505	2505	2505	\$20037		\$2604.81
Leather.....	United Kingdom....	\$1683	\$1683	\$1683	\$1683	Declared.	\$218.79
	Jersey.....	286	286	286	286	"	37.18
	Canada.....	17430	17430	17430	17430	"	2265.90
	Nova Scotia.....	16148	16148	16147	16148	"	2099.24
	P. E. Island.....	2080	2080	2080	2080	"	270.40
	United States.....	34652	34652	34652	34652	"	4504.76
	St. Peter's.....	47	47	47	47	"	6.11
		72326	72326	72326	72326		\$9402.38

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Leatherware.....	United Kingdom.....	\$98024	.....	\$98024	\$98024	\$98024	Declared.	\$12743.12
	Jersey.....	6142	.....	6142	6142	6142	"	798.46
	Canada.....	93936	.....	93936	93936	93936	"	12211.68
	Nova Scotia.....	73117	.....	73117	73117	73117	"	9505.21
	Hamburg.....	10010	.....	10010	10010	10010	"	1301.30
	Spain.....	741	.....	741	741	741	"	96.33
	New Brunswick.....	25000	.....	25000	25000	25000	"	3250.00
	P. E. Island.....	58	.....	58	58	58	"	7.54
	United States.....	1101	.....	1101	1101	1101	"	143.13
	St. Peter's.....	534	.....	534	534	534	"	69.42
		308663	.....	308663	308663	308663	.....	\$40126.19
Meat and Poultry.....	Nova Scotia.....	\$13563	.....	\$13563	\$13563	\$13563	Declared.	\$678.15
	P. E. Island.....	6631	.....	6631	6631	6631	"	331.55
	St. Peter's.....	14.20	.....	14.20	14.20	14.20	"	0.71
			20208.20	20208.20	20208.20	20208.20	.....	$1010.41

CUSTOMS RETURNS.

Miscellaneous Articles,— 13 per cent.....	United Kingdom....	\$39099	\$39099	\$39099	\$39099	Declared.	\$5072.83
	Jersey.....	280	280	280	280	"	36.40
	Canada.....	2949	2949	2949	2949	"	383.37
	Nova Scotia.....	6139	6139	6139	6139	"	798.07
	P. E. Island.....	793	793	793	793	"	113.09
	New Brunswick.....	3149	3149	3149	3149	"	409.37
	Italy.....	189	189	189	189	"	24.57
	B. W. Indies.....	890	890	890	890	"	115.70
	Spain.....	241	241	241	241	"	31.33
	Portugal.....	231	231	231	231	"	30.03
	Sicily.....	2	2	2	2	"	0.26
	F. W. Indies.....	7	7	7	7	"	0.91
	United States.....	11547	11547	11547	11547	"	1501.11
	St. Peter's.....	39	39	39	39	"	5.07
		65555	65555	65555	65555		\$8522.15
Miscellaneous Articles.— (Free.)	U. Kingdom.....	\$18356	\$18356	\$18356	\$18356	Declared.	
	Jersey.....	64	64	64	64	"	
	Canada.....	1458	1458	1458	1458	"	
	Nova Scotia.....	4082	4082	4082	4082	"	
	P. E. Island.....	126	126	126	126	"	
	Portugal.....	90	90	90	90	"	
	United States.....	777	777	777	777	"	
		24953	24953	24953	24953		

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Molasses.....	United Kingdom.....	Glns. 12222	.....	Glns. 12222	Glns. 608	\$4889	\$0.40	\$36.48
	Canada.....	5882	.....	5882	5882	2352	"	352.92
	Nova Scotia.....	16943	.....	16943	11943	6777	"	916.58
	Prince Edward Island	216	.....	216	216	86	"	12.96
	Cumberland Inlet....	57	.....	57	57	22	"	3.42
	B. W. Indies.....	646207	Glns.	646207	612249	258483	"	36734.94
	F. W. Indies.....	244512	107961	352473	307776	140989	"	18466.56
	United States.....	73243	.....	73243	73243	29297	"	4394.58
St. Peter's.....	2279	.....	2279	2279	911	"	136.74	
		1001561	107961	1109522	1014253	443806		60855.18
Oakum.....	United Kingdom....	Cwt. 914	.....	Cwt. 914	Cwt. 914	\$5485	Declared.	\$438.80
	Jersey.....	26	.....	26	26	157	"	12.56
	St. Peter's.....	5	.....	5	5	28	"	2.24
		945	.....	945	945	5670		453.60
Oil, viz. Linseed.....	United Kingdom....	Glns. 13147	.....	Glns. 13147	Glns. 13147	\$13147	Declared.	\$1709.11
	Jersey.....	390	.....	390	390	390	"	50.70
	Canada.....	60	.....	60	60	60	"	7.80
	Nova Scotia.....	34	.....	34	34	34	"	4.42
		13631	.....	13631	13631	13631		\$1772.03

CUSTOMS RETURNS.

APPENDIX.

Oil—Olive.....	United Kingdom....	Gals. 2740	Gals. 2740	Gals. 2740	\$2743	Declared.	\$350.59
	Jersey.....	36	36	36	36	"	4.88
	Spain.....	326	326	326	326	"	42.38
	Portugal.....	1779	1779	1779	1779	"	231.27
		4881	4881	4881	\$4884		\$634.92
Kerosene.....	Canada.....	Gals. 346	Gals. 346	Gals. 346	\$138	Declared.	\$17.94
	Nova Scotia.....	1517	1517	1517	607	"	78.91
	United States.....	62837	62837	62837	\$25135	"	3267.55
	St. Peter's.....	47	47	47	19	"	2.47
		64747	64747	64747	\$25899		\$3366.87
Paper, Manufactures.....	United Kingdom....	30536	30536	\$30536	\$30530	Declared.	\$3969.67
	Jersey.....	20	20	20	20	"	2.60
	Canada.....	289	289	289	289	"	37.57
	Nova Scotia.....	1608	1608	1608	1608	"	209.04
	New Brunswick.....	216	216	216	216	"	28.08
	United States.....	1533	1533	1533	1533	"	199.29
	34202	34202	34202	\$34202		\$4446.26	
Do, Printing.....	United Kingdom....	\$3200	\$3200	\$3200	\$3200	Declared.	Free.
	Nova Scotia.....	1053	1053	1053	1053	"	"
		4253	4253	4253	4253		

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Books, printed.....	United Kingdom.....	\$4299	.....	\$4299	\$4299	\$4299	Declared.	Free.
	Canada	50	.....	50	50	50	"	"
	Nova Scotia.....	3608	.....	3608	3608	3608	"	"
	United States.....	157	.....	157	157	157	"	"
		8114	.....	8114	8114	8114	.....	.....
Pitch and Tar.....	United Kingdom.....	Brls. 2297	.....	Brls. 2297	Brls, 2297	\$9189	Declared.	\$735.12
	Jersey	43	.....	43	43	172	"	13.76
	Canada	6	.....	6	6	25	"	2.00
	Nova Scotia	5	.....	5	5	21	"	1.68
	Hamburg.....	206	.....	206	206	825	"	66.00
	United States.....	715	.....	715	715	2860	"	228.80
	St. Peter's.....	10	.....	10	10	41	"	3.28
		3282	.....	3282	3282	\$13133	.....	\$1050.64
Plate and Jewellery.....	United Kingdom.....	\$6135	.....	\$6135	\$6135	\$6135	Declared.	\$797.55
	Canada.....	204	.....	204	204	204	"	26.52
	Nova Scotia.....	1596	.....	1596	1596	1596	"	207.48
	United States.....	90	.....	90	90	90	"	11.70
	St. Peter's.....	250	.....	250	250	250	"	32.50
		8275	.....	8275	8275	8275	.....	\$1050.64

CUSTOMS' RETURNS.

Pork.....	United Kingdom....	Brls. 108	Brls. 108	Brls. 108	\$2052	\$19.00	\$108
	Jersey.....	12	12	12	228	"	12
	Canada.....	6042	6042	6042	114798	"	6042
	Nova Scotia.....	673	673	673	12787	"	673
	P. E. Island.....	223	223	223	4237	"	223
	Cumberland Inlet....	10	10	10	190	"	10
	United States.....	21569	21569	21569	409811	"	21569
	St. Peter's.....	49	49	49	931	"	49
		28686	28682	28686	545034		\$28686
Pigs' Heads, Feet and Joles.....	Canada.....	Brls. 151	Brls. 151	Brls. 151	\$1359	\$9.00	\$10.60
	Nova Scotia.....	6	6	6	54	"	3.60
	P. E. Island.....	45	45	45	405	"	27.00
	United States.....	2036	2036	2036	18324	"	1221.60
			2238	2238	2238	\$20142		$1342.80
Potatoes.....	Canada.....	Bush. 180	Bush. 180	Bush. 180	\$72	\$0.40	Erea.
	Nova Scotia.....	6706	6706	6706	2652	"	"
	P. E. Island.....	83064	83064	83064	33225	"	"
	Portugal.....	130	130	130	52	"	"
	St. Peter's.....	272	272	272	109	"	"
			90352	90352	90352	\$36140	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Vegetables.....	Canada.....	Bush. 762	.....	Bush. 762	Bush. 762	\$381	50 cts.	Free.
	Nova Scotia.....	1245	.....	1245	1245	622	"	"
	Prince Edward Island.....	16028	.....	16028	16028	8014	"	"
	Portugal.....	988	.....	988	988	494	"	"
	United States.....	795	.....	795	795	398	"	"
			19818	19818	19818	\$9909	
Articles for Religious purposes.....	United Kingdom.....	\$2545	.....	\$2545	2545	\$2545	Declared.	Free.
	Canada.....	588	.....	588	588	588	"	"
	Nova Scotia.....	312	.....	312	312	312	"	"
	United States.....	207	.....	207	207	207	"	"
	St. Peter's.....	98	.....	98	98	98	"	"
			3750	3750	3750	3750	
Rice.....	United Kingdom.....	Cwt. 1282	.....	Cwt. 1282	Cwt. 1282	\$6409	Declared.	\$512.72
	Jersey.....	21	.....	21	21	104	"	8.32
	Canada.....	7	.....	7	7	36	"	2.88
	Nova Scotia.....	9	.....	9	9	44	"	3.52
	United States.....	24	.....	24	24	123	"	9.84
			1343	1343	1343	\$6716		$537.28

CUSTOMS' RETURNS.

CUSTOMS' RETURNS.

Salt.....	United Kingdom....	Tons.		Tons.	Tons.			
	Jersey.....	2321		2321	2321	\$5802	\$2.50	\$164.20
	Canada.....	389		389	389	972	"	77.80
	Nova Scotia.....	119		119	119	298	"	23.80
	P. E. Island.....	302		302	302	755	"	60.40
	B. W. Indies.....	15		15	15	37	"	3.00
	Sicily.....	270		270	270	675	"	54.00
	Spain.....	3462		3462	3462	8655	"	692.40
	Portugal.....	22733	Tons.	22733	22733	56832	"	4546.60
	United States.....	11158	130	11288	11288	28220	"	2257.60
St. Peter's.....	15		15	15	38	"	3.00	
	97		97	97	240	"	19.40	
	40881	130	41011	41011	\$102526		\$8202.20	
Soap.....	United Kingdom....	Owt.		Owt.	Owt.		Declared.	
	Jersey.....	3204		3204	3204	\$16019		\$2082.47
	Canada.....	97		97	97	496	"	64.48
	New Brunswick.....	324		324	324	1621	"	210.73
	Nova Scotia.....	59		59	59	298	"	38.74
	United States.....	95		95	95	476	"	61.88
	St. Peter's.....	2203		2203	2203	11017	"	1432.21
	5		5	5	23	"	2.99	
	5987		5987	5987	\$29950		\$3893.50	
Spirits—Brand y.....	United Kingdom....	Glns.		Glns.	Glns.			
	Jersey.....	10624		10624	6884	\$31872	\$3.00	\$11014.40
	Canada.....	53		53	53	159	"	84.80
	Nova Scotia.....	"		"	211	"	"	337.60
	Hamburg.....	259		259	341	777	"	545.60
	Spain.....	73		73	73	219	"	116.80
	St. Peter's.....	"		"	40	"	"	64.00
		23		23	23	69	"	36.80
	11032		11032	7625	\$33096		\$12200.00	

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Undefined Spirits,	United Kingdom.....	Gals. 216	.....	Gals. 216	Gals. 216	\$864	\$4	\$345.60
	St. Peter's.....	4	.....	4	4	16	"	6.40
		220	.....	220	220	880	.....	\$352.00
Whiskey.....	United Kingdom.....	Gals. 8660	.....	Gals. 8660	Gals. 7841	\$8660	\$1	\$10761.50
	Canada.....	49	.....	49	49	49	"	73.50
	Nova Scotia.....	7	.....	7	7	7	"	10.50
		8716	.....	8716	7897	8716	.....	\$11845.50
Cordials.....	United Kingdom.....	Gals. 2692	.....	Gals. 2692	Gals. 1668	\$1346	\$0.60	\$1334.40
	Jersey.....	46	.....	46	46	23	"	36.80
	St. Peter's.....	41	.....	41	41	20	"	32.80
		2779	.....	2779	1755	\$1389	.....	\$1404.00

CUSTOMS' RETURNS.

Gin	United Kingdom....	Gals. 11620	.....	Gals. 11620	Gals. 10385	\$6972	60 cts.	\$12462.00
	Jersey.....	130	.....	130	130	78	"	156.00
	Canada.....	58	.....	53	53	31	"	63.60
	Nova Scotia.....	74	.....	74	74	45	"	88.50
	Hamburg.....	100	.....	100	100	60	"	304.80
	St. Peter's.....	134	.....	134	134	80	"	160.80
			12111	12111	11080	\$7266	.....	$13296.00
Rum.....	U. Kingdom.....	Gals. 2789	.....	Gals. 2789	Gals. 2473	\$1673	60 cts.	\$2473.00
	Jersey.....	495	.....	495	495	297	"	495.00
	Nova Scotia.....	4401	.....	4401	3919	2641	"	3919.00
	B. W. Indies	51855	Gals. 32581	51855	1118	31113	"	1418.00
	F. W. Indies	68791	101372	78681	60823	"	78681.00	
	St. Peter's	72	72	72	43	"	72.00	
			126403	32581	160984	87038	\$96590	.....	$87038.00
Lime	United Kingdom...	\$383	.....	\$383	\$383	\$383	Declared.	\$49.79
	Canada	28	.....	28	28	28	"	3.64
	Nova Scotia.....	827	.....	827	827	8821	"	107.51
	St. Peter's.....	16	.....	16	16	16	"	2.08
			1254	1254	1254	\$1254	.....	$163.02
Grindstones	United Kingdom....	\$726	.....	\$726	\$726	\$726	Declared.	\$94.38
	Nova Scotia.....	72	.....	72	72	72	"	9.36
			798	.....	798	798		\$103.74

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Stone, Manufactured	United Kingdom.....	\$972	.....	\$972	\$972	\$972	Declared.	\$126.36
	Nova Scotia	1372	.....	1372	1372	1372	"	178.36
	United States	1146	.....	1146	1146	1146	"	148.98
		3490	.....	3490	3490	3490	.....	\$453.70
Sugar, Refined.....		Cwt.		Cwt.	Cwt.			
	United Kingdom....	2105	.....	2105	289	\$21050	\$10.00	\$1011.50
	Jersey.....	12	.....	12	12	120	"	42.00
	Nova Scotia	2	.....	2	2	20	"	7.00
	United States.....	1404½	.....	1404½	1052	14045	"	3682.00
	St. Peters	9½	.....	9½	9½	95	"	33.25
		3533	.....	3533	1364½	35330	.....	\$4775.75
Sugar, Unrefined.....		Cwt.		Cwt.	Cwt.			
	United Kingdom.....	3445½	.....	3445½	5131	\$27564	\$8.00	\$10262
	Jersey.....	3½	.....	3½	3½	28	"	7
	Canada.....	5	.....	5	5	40	"	10
	Nova Scotia.....	1077½	.....	1077½	1537½	8620	"	3075
	B. W. Indies.....	1076½	.....	1076½	782½	8614	"	1065
	Prince Edward Island	2½	Cwt.	2½	2½	20	"	5
	F. W. Indies.....	749	7293	8042	6684	64336	"	13368
	United States.....	16½	.....	16½	16½	132	"	38
	St. Peters	2	.....	2	2	16	"	4
		6378½	7293	13671½	11164½	109370	.....	\$28320

CUSTOMS RETURNS.

Sugar, Bastard.....	United Kingdom....	Cwt. 849	Cwt. 849	Cwt. 616	\$7641	\$9.00	\$1540.00	
	United States.....	112	112	22½	1008	"	56.25	
		961	961	638½	8649		1596.25	
Tea.....	United Kingdom....	Lbs. 616430	Lbs. 616430	Lbs. 592037	\$123386	\$0.20	\$29601.85	
	Jersey.....	9012	9012	9012	1802	"	450.60	
	Canada.....	2428	2428	2428	485	"	121.40	
	Nova Scotia.....	12485	12485	9535	2497	"	479.25	
	P. E. Island.....	172	172	172	34	"	8.60	
	United States.....	17283	17283	25981	3457	"	1799.05	
	St. Peter's.....	2451	2451	2451	490	"	122.56	
			660261	660261	649666	132051		32082.30
	Timber.....	United Kingdom....	Tons. 2	Tons. 2	Tons. 2	\$10	\$5.00	\$0.60
		Canada.....	536	536	536	2680	"	160.80
Nova Scotia.....		56	56	56	280	"	16.80	
			594	594	594	\$2970		178.20
Tobacco.....	United Kingdom....	Lbs. 1280	Lbs. 1280	Lbs. 1280	\$256	\$0.20	\$153.00	
	Jersey.....	350	350	350	70	"	42.00	
	Canada.....	167406	167406	201333	33481	"	24159.96	
	Nova Scotia.....	65103	65103	24091	13020	"	2890.92	
	Cumberland Inlet...	50	50	50	10	"	6.00	
	New Brunswick.....	6090	6090	1800	1218	"	216.00	
	P. E. Island.....	434	434	434	87	"	52.08	
	United States.....	149590	149590	217294	29918	"	26075.28	
	St. Peter's.....	590	590	590	118	"	70.80	
		390893	390893	447222	76178		\$53666.64	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Tobacco, Stems	Nova Scotia.....	Cwt. 76	.....	Cwt. 76	Cwt. 76	\$532	\$7	\$38.00
Cigars	United Kingdom.....	M. 282	.....	M 282	M. 280½	\$3495	Declared.	\$915.93
	Canada	22	.....	22	22	320	"	74.08
	Nova Scotia	19	.....	19	10	60	"	29.40
	B. W. Indies.....	1½	M.	1½	1½	80	"	7.96
	F. W. Indies.....	2½	46½	49	40½	609	"	137.37
	United States.....	½	.....	½	20½	386	"	73.42
		327½	46½	374	375½	\$4950	.....	\$1238.16
Turpentine & Varnish....	United Kingdom....	Gals. 1113	.....	Gals. 1113	Gals. 1113	\$1113	Declared.	\$144.69
	Jersey.....	55	.....	55	55	55	"	7.15
	Canada.....	354	.....	354	354	354	"	46.02
	Nova Scotia.....	100	.....	100	100	100	"	13.00
	United States.....	1124	.....	1124	1124	1124	"	148.12
		2746	.....	2746	2746	\$2746	.....	\$356.98

CUSTOMS RETURNS.

APPENDIX.

Vinegar.....	United Kingdom.....	Gals. 1445	Gals. 1445	Gals. 1445	\$578	40 cts.	\$144.50
	Jersey.....	224	224	224	89	"	22.40
	Nova Scotia.....	75	75	75	30	"	7.50
	New Brunswick.....	4096	4096	4096	1638	"	409.60
	United States.....	113	113	113	45	"	11.30
	St. Peter's.....	20	20	20	8	"	2.00
		5973	5973	5973	\$2388		\$597.30
Wines—Champagne.....	U. Kingdom.....	Gals. 264	Gals. 264	Gals. 264	\$1056	\$1.00	\$524
	Nova Scotia.....	"	"	28	"	"	56
	Hamburg.....	34	34	34	136	"	68
	St. Peter's.....	64	64	24	256	"	48
			362	362	348	\$1448		$696
Do.—Port.....	United Kingdom.....	Gals. 515	Gals. 515	Gals. 189	\$1020	\$2.00	\$283.50
	Nova Scotia.....	766	766	90	1532	"	135.00
	Portugal.....	5863	5863	1792	11726	"	2688.00
			7144	7144	2071	\$14288		$3106.50
Do.—Sherry and Manz- anilla.....	United Kingdom.....	Gals. 341	Gals. 341	Gals. 475	\$575.00	Declared.	\$499.37
	Canada.....	470	470	138	82.92	"	134.57
	Spain.....	1626	1626	1421	2614.00	"	1605.65
	Portugal.....	19	19	19	60.00	"	24.60
			2956	2956	2053	3331.92		$2264.19

CUSTOMS RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Wines—Other sorts.	United Kingdom.	Gals. 34	.....	Gals. 34	Gals. 34	\$79	Declared.	\$37.07
Do.—Spanish, Red, Denia, Sicilian, &c., 70 cents	United Kingdom.	Gals. “	.....	Gals. “	Gals. 205	“	\$1.00	143.50
	Spain. . . . .	“	.....	“	438	“	“	306.60
	Portugal.	28	.....	28	28	\$28	“	19.60
	Sicily.	9	.....	9	9	9	“	6.30
		37	.....	37	680	37	.....	\$496.00
Do—60 cents	United Kingdom.	Gals. 2003	.....	Gals. 2003	Gals. 1154	\$2003	\$1.00	\$692.40
	Nova Scotia	19	.....	19	144	19	“	86.40
	Spain.	3687	.....	3687	954	3687	“	572.40
	Jersey	312	.....	312	312	312	“	187.20
	Portugal.	212	.....	212	151	212	“	\$90.60
		6233	.....	6233	2715	\$6233		\$1629.00

CUSTOMS RETURNS.

Claret—40 cents	United Kingdom.....	Gals.	Gals.	Gals.			
	Jersey.....	150	150	150	\$150	\$1.00	\$130.00
	Sicily.....	7	7	7	7	"	60.00
		157	157	482	157		\$192.80
Do—60 cents	United Kingdom.....	Gals.	Gals.	Gals.			
	Hamburg.....	*346	346	159	\$346	\$1.00	\$95.40
	St. Peter's.....	8	8	8	8	"	4.80
		204	204	180	204	"	108.00
		558	558	347	558		\$208.20
Hock—50 cents	United Kingdom.....	Gals.	Gals.	Gals.			
		16	16	16	\$16	\$1.00	\$8.00
Do—60 cents	United Kingdom.....	Gals.	Gals.	Gals.			
		42	42	66	\$42	\$1.00	\$39.60
Woollens, Cottons, Silks, &c	United Kingdom.....	\$1181731	\$1181731	\$1181731	\$1181731	Declared.	\$153625.43
	Jersey.....	15826	15826	15826	15826	"	2057.28
	Canada.....	12613	12613	12613	12613	"	1639.69
	Nova Scotia.....	12748	12748	12748	12748	"	1677.24
	New Brunswick.....	251	251	251	251	"	31.63
	P. E. Island.....	96	96	96	96	"	12.48
	Hamburg.....	4556	4556	4556	4556	"	592.28
	United States.....	4287	4287	4287	4287	"	557.31
	St. Peter's.....	845	845	845	845	"	109.85
		\$1232953	\$1232953	1232953	\$1232953		\$160283.89

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries whence Imported.	QUANTITIES IMPORTED		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Ready Mades.....	United Kingdom....	\$27312		\$27312	\$27312	\$27312	Declared.	\$5462.40
	Jersey.....	615		615	615	615	"	123.00
	Canada.....	184		184	184	184	"	36.80
	Nova Scotia.....	655		655	655	655	"	131.00
	Hamburg.....	345		345	345	345	"	69.00
	United States.....	940		940	940	940	"	188.00
	St. Peters.....	51		51	51	51	"	10.20
		30102		30102	30102	30102		\$6020.40
Canvas.....	United Kingdom....	\$70664		\$70664	\$70664	\$70664	Declared.	\$5653.12
	Jersey.....	180		180	180	180	"	14.40
	Nova Scotia.....	10		10	10	10	"	0.80
	United States.....	10218		10218	10218	10218	"	817.44
			81072		81072	81072	81072		$6485.76
Wood Wares, 13 per cent	United Kingdom....	\$6444		\$6444	\$6444	\$6444	Declared	\$837.72
	Jersey.....	311		311	311	311	"	40.43
	Canada.....	2112		2112	2112	2112	"	274.56
	Nova Scotia.....	2941		2941	2941	2941	"	382.33
	Hamburg.....	148		148	148	148	"	19.24
	New Brunswick.....	778		778	778	778	"	101.14
	United States.....	11659		11659	11659	11659	"	1515.67
	St. Peter's.....	8		8	8	8	"	1.04
		24401		24401	24401	24401		\$3172.13

CUSTOMS RECEIPTS.

APPENDIX.

Woods Wares, 20 per cent	U. Kingdom.....	\$520	\$520	\$520	\$520	Declared.	\$104.00
	Jersey.....	96	96	96	96	"	19.20
	Canada.....	135	135	135	135	"	27.00
	Nova Scotia.....	3362	3332	3362	3362	"	672.40
	New Brunswick.....	15	15	15	15	"	3.00
	United States.....	1924	1924	1924	1924	"	384.80
	St. Peter's.....	85	85	85	85	"	17.00
		6137	6137	6137	6137	.....	\$1227.40
Block.....	United Kingdom...	\$438	\$438	\$438	\$438	Declared.	\$87.60
	Jersey.....	91	91	91	91	"	18.20
	Hamburg.....	363	363	363	363	"	72.60
	United States.....	27	27	27	27	"	5.40
			919	919	919	919	.....	$183.80
Board & Plank.....		Feet.	Feet.	Feet.			
	United Kingdom...	4000	4000	4000	\$40	\$10	\$4.00
	Jersey.....	6000	6000	60000	60	"	6.00
	Canada.....	398000	398000	398000	3980	"	398.00
	Nova Scotia.....	4137500	4137500	4137500	41375	"	4137.50
	New Brunswick.....	267500	267500	467500	2675	"	267.50
	P. E. Island.....	3000	3000	3000	30	"	3.00
	United States.....	74000	74000	74000	740	"	74.00
	B. W. Indies.....	2500	2500	2500	25	"	2.50
	St. Peter's.....	34000	34000	34000	340	"	34.00
		4926500	4926500	4926500	49265	.....	\$4926.50

CUSTOMS RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1876.

Articles.	Countries whence imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home Consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Shingles.....	Canada.....	M. 3089		M. 3089	M. 3089	\$4633	\$1.50	\$1235.60
	Nova Scotia.....	1502		1502	1502	2253	"	600.80
	New Brunswick.....	1083		1083	1033	1625	"	433.20
	St. Peter's.....	32		32	32	48	"	12.80
			5706		5706	5706	8559		2282.40
Staves.....	Canada.....	\$18669		\$18669	\$18669	\$18669	Declared.	\$1493.52
	Nova Scotia.....	470		470	470	470	"	37.60
		19139		19139	19139	19139		\$1531.12
Shooks and Porks.....	United Kingdom.....	\$3490.50		3490.50	\$3490.50	\$3490.50	Declared.	\$698.10
	Jersey.....	446.00		426.90	446.00	446.00	"	89.20
	Canada.....	7149.00		7149.00	7149.00	7149.00	"	1429.80
	Nova Scotia.....	1792.00		1892.00	1792.00	1792.00	"	358.40
	P. E. Island.....	425.00		425.00	425.00	425.00	"	85.00
	United States.....	568.00		568.00	568.00	568.00	"	113.60
	St. Peter's.....	97.60		97.00	97.00	97.00	"	19.40
		13967.50		13967.60	13967.50	13957.50		\$2793.50

CUSTOMS' RETURNS.

Masts and Spars	Canada	\$1659	\$1659	\$1659	\$1659	Declared.	\$132.72
	Nova Scotia	936	936	936	936	"	74.88
	St. Peter's	159	159	159	159	"	12.72
		2754	2754	2754	2754		\$220.32
Laths	Nova Scotia	\$383	\$383	\$383	\$383	Declared.	\$49.79
	New Brunswick	25	25	25	25	"	3.25
		408	408	408	408		\$53.04
Pailings	Nova Scotia	\$45	\$45	\$45	\$45	Declared.	\$5.85
	New Brunswick	26	26	26	26	"	3.38
		71	71	71	71		\$9.23
Nails	United Kingdom	Cwt. 9543	Cwt. 9543	Cwt. 9543	\$47716	Declared.	\$3817.28
	Jersey	202	202	202	1012	"	80.96
	Canada	137	137	137	688	"	55.04
	Nova Scotia	254	254	254	1270	"	101.60
	United States	260	260	260	1303	"	104.16
	St. Peter's	6	6	6	29	"	2.32
		10402	10402	10402	52017		\$4161.36
Yarn	United Kingdom	\$3306	\$3306	\$3306	\$3306	Declared.	Free.

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles,	Countries whence Imported.	QUANTITIES IMPORTED.		Total.	Quantities entered for Home consumption.	VALUE IN DOLLARS.		Gross amount of duty collected.
		B. S.	F. S.			Total of Imports.	Price.	
Machinery.....	United Kingdom....	\$4296	.....	\$4296	\$4296	\$4296	Declared.	\$343.68
	Jersey.....	111	.....	111	111	111	"	8.88
	Nova Scotia.....	2036	.....	2036	2036	2036	"	162.88
	United States.....	5393	.....	5393	5393	5393	"	431.44
			11836	11836	11836	11836	.....	$946.88
Biscuit, Fancy and Sweet	United Kingdom....	\$265.00	.....	\$265.00	\$265.00	\$265.00	Declared.	\$34.25
	Canada.....	1840.16	.....	1840.16	1840.16	1840.16	"	239.22
	Nova Scotia.....	1276.00	.....	1276.00	1276.00	1276.00	"	165.88
	United States.....	428.00	.....	428.00	428.00	428.00	"	55.64
			3809.16	3809.16	3809.16	3809.16	.....	$495.19
Hoops,.....	Canada.....	\$614.20	.....	\$614.20	\$614.00	\$614.20	Declared.	\$122.84

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which Exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British Foreign and other Colonial produce and manufacture.	Produce and Manufacture of the Colony.	British Foreign and other Colonial Produce and Manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Apples.....	U. Kingdom.....				Brls. 10		\$5	\$5.00	
	B. W. Indies.....				90		450	"	
	F. W. Indies.....				50		250	"	
					150		750		
Beef.....	Nova Scotia.....				Brls. 58		\$522	\$9.00	
Beer.....	P. E. Island.....				Glns. 430		\$172	40 cts.	
Berries.....	United Kingdom...			Glns. 738		\$147		20 cts.	
	Canada.....			30		6		"	
	Nova Scotia.....			442		89		"	
				1210		242			

CUSTOMS RETURNS.

APPENDIX.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British, Foreign and other Colonial produce and manufacture.	Produce and manufacture of the Colony.	British, Foreign, and other Colonial Produce and manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Bread.....	Canada.....				Cwt. 2		\$10	\$5	
Butter.....	United Kingdom.....				Cwt. 37		\$814	\$22	
	B. W. Indies.....				86		1892	"	
	F. W. Indies.....				106 $\frac{1}{2}$		2348	"	
	United States.....				63		1386	"	
					292 $\frac{1}{2}$		6440		
Brass (Old.)	United Kingdom.....				Cwt. 9		\$72	\$8	
	United States.....				86		688	"	
					.95		760		
Coal.....	P. E. Island.....				Tons. 80		\$400	\$5	

CUSTOMS' RETURNS.

Composition.....	United Kingdom.....		Cwt.			
	Jersey.....		62		\$656	\$8
	Nova Scotia.....		11		88	"
	United States.....		10		80	"
			110		880	"
			213		\$1704	
Copper Ore.....	United Kingdom.....	Tons.				
		10018		\$370666		\$37
Cru Meal.....	Nova Scotia.....		Brls.			
			10		\$40	\$4
Copper, (Old).....	Spain.....		Cwt.			
	United States.....		90		\$1080	\$12
			61		732	
			151		\$1812	
Flour.....	Nova Scotia.....		Brls.			
			63		\$378	\$6
Fruit, Dried.....	St. Peter's.....		Lbs.			
			727		\$87	\$0.12
Iron, (Old).....	Nova Scotia.....		Cwt.			
	United States.....		700		\$700	\$1
			1722		1722	"
			2422		\$2422	

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which Exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British Foreign and other Colonial produce and manufacture.	Produce and Manufacture of the Colony.	British Foreign and other Colonial Produce and Manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Lead Ore	U. Kingdom.....			Tons. 95		\$4660		\$48	
Lead, (Old).....	United States.....				Cwt. 61		\$488	\$8	
Leatherware	United Kingdom.....				\$90		\$90	Declared.	
Nickle Ore.....	United Kingdom ..			Tons. 17½		\$5520		\$320	
Nails.....	United Kingdom ..				Cwt. 42		\$210	\$5	
Oysters.....	United Kingdom ..				Brls. 10		\$40	\$4	
Pork.....	St. Peter's				Brls. 22		\$418	\$19	

CUSTOMS RETURNS.

Potatoes	F. W. Indies				Bush. 150	\$60	\$0.40
Slate	Nova Scotia		No. 6000			\$120	\$20.00
Zinc—Old	United States				Cwt. 13	\$130	\$10.00
Fish, viz. Dry Cod	United Kingdom	Qtls. 37473		Qtls. 37473		\$134903	\$3.60
	Jersey	1950		1950		7020	"
	Canada	1441		1441		7493	5.20
	Nova Scotia	6333		6333		27865	4.40
	B. W. Indies	82717	Qtls. 82717	82717		330888	4.00
	Spain	111925	27105	139031		667349	4.80
	Italy	48014		48014		216063	4.50
	Portugal	208405		208405		937822	"
	F. W. Indies	46274		46274		185096	4.00
	Sicily	7710		7710		34695	4.50
	Gibraltar	24151		24151		15925	4.80
	Prince Edward Island	20		20		80	4.00
	Brazil	269310	6172	275482		1322313	4.80
	United States	9488		9488		49337	5.20
		856211	33278	888489		\$403,829	

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

Articles.	Countries to which exported.	QUANTITIES EXPORTED.				VALUE IN DOLLARS.			
		PRODUCE AND MANUFACTURE OF THE COLONY.			British, Foreign and other Colonial produce and manufacture.	Produce and manufacture of the Colony.	British, Foreign, and other Colonial Produce and manufacture.	Total.	Price.
		B. S.	E. S.	Total.					
Fish, Core	Jersey			Qtls. 90			\$126	\$1.40	
	Nova Scotia			954			1335	"	
	United States			600			840	"	
				1644			\$2301		
Haddock	B. W. Indies			Qtls. 144			\$504	\$3.50	
Rice	United Kingdom			Brls. 31			\$93	\$3	
		Jersey			126			378	"
		Nova Scotia			12			36	"
		United States			76			228	"
					245			\$735	

CUSTOMS RETURNS.

Caplin	United Kingdom	Brls. 26		Brls. 26	\$26		\$1
	Nova Scotia	20		20	20		"
	United States	9		9	9		"
		55		55	\$55		
Herring	U. Kingdom	Brls. 8426	Brls. 1300	Brls. 9726	\$35013		\$3.60
	Jersey	6		6	22		"
	Canada	3002		3002	10807		"
	Nova Scotia	7906		7906	28461		"
	P. E. Island	1194		1194	4298		"
	B. W. Indies	3070		3070	6754		2.20
	F. W. Indies	255		255	561		"
	New Brunswick	115		115	414		3.60
	United States	12831	4480	17301	62283		"
		36805	5780	42585	\$148613		
Salmon	United Kingdom	Trs. 2314		Trs. 2314	\$39338		\$17
	Canada	200		200	3400		12
	Nova Scotia	340		340	5780		"
	B. W. Indies	618		618	7416		"
	F. W. Indies	43		43	516		"
	United States	1904		1904	28560		15
		5419		5419	\$85010		

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which Exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British Foreign and other Colonial produce and manufacture.	Produce and Manufacture of the Colony.	British Foreign and other Colonial Produce and Manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Salmon—Preserved..	United Kingdom.....	Cans. 132		Cans. 132		\$818		\$6.20	
	Brazil.....	454		454		2814		"	
		586		586		\$3632			
Trout.....	United Kingdom....	Brls. 14		Brls. 14		\$112		\$8	
	Canada.....	2		2		16		"	
	B. W. Indies.....	42		42		336		"	
	F. W. Indies.....	15		15		120		"	
	United States.....	1353		1353		10824		"	
		1426		1426		\$11408			
Halibut.....	Nova Scotia.....	Qtls. 286		Qtls. 286		\$572		\$2	
	P. E. Island.....	50		50		100		"	
	United States.....	147		147		294		"	
		483		483		\$966			

CUSTOMS' RETURNS.

Turbot.....	Prince Edward Island	Qtls. 15	Qtls. 15		\$60		\$4.00
Do,—Smoked.....	United States.....	Qtls. 8	Qtls. 8		\$136		\$17.00
Tongues and Soanda..	United Kingdom.....	Kegs. 12	Kegs. 12		\$48		\$4.00
	Jersey.....	10	10		40		"
	Nova Scotia.....	42	42		168		"
	P. E. Island.....	16	16		64		"
	B. W. Indies.....	56	56		224		"
	United States.....	386	386		1544		"
		522	522		\$2088		
Lobsters,—Preserved.	United Kingdom.....	Cans. 1200	Cans. 1200	Cans. 147	\$5760	\$705	\$4.80
	Nova Scotia.....	1494	1494		7191		"
	Brazil.....	56	56		269		"
		2750	2750	147	\$13200	\$705	
Whale Bone.....	United Kingdom.....	Cwt. 52½	Cwt. 52½		\$5250		\$100
	United States.....	4½	4½		450		"
		57	57		\$5700		

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British, Foreign and other Colonial produce and manufacture.	Produce and manufacture of the Colony.	British, Foreign, and other Colonial Produce and manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Miscellaneous Articles	United Kingdom.....	\$244		\$244		\$244		Declared.	
	Canada.....	200		200		200		"	
	Nova Scotia.....	1410		1410		1410		"	
	St. Peter's.....	600		600		600		"	
		2454		2454		2454			
Molasses	Canada.....				Gals. 69745		\$27898	\$0.40	
	St. Peter's.....				1043		417	"	
					70788		28315		
Cod Oil.....	United Kingdom....	Tres. 2463	Tres. 97	Tres. 2560		\$450560		\$176	
	Jersey.....	158½		158½		27852		"	
	Canada.....	2½		2½		440		"	
	Nova Scotia.....	9½		9½		1672		"	
	United States.....	35½		35½		6292		"	
		2669		2766		486816			

CUSTOMS RETURNS.

Seal Oil	United Kingdom	Tuns. 3686½	Tuns. 240½	Tuns. 3927½	\$510510	
	Jersey	7		7	910	
	Canada	271½		271½	36958	\$130
	Nova Scotia	17		17	2312	"
	P. E. Island	1½		1½	204	136
	Hamburg	446		446	60656	"
	United States	166½		166½	22610	"
		4596	240½	4836½	\$634160	
Cod Liver Oil	United Kingdom	Tuns. 55½		Tuns. 55½	\$1231	\$217.60
	Canada	2½		2½	544	"
	Nova Scotia	11½		11½	2502	"
	United States	15		15	3264	"
			84½		84½	\$18441
Herring Oil	U. Kingdom	Tuns. 18		Tuns. 18	\$2160	\$120
Whale Oil	United Kingdom	Tuns. 49½		Tuns. 49½	\$6304	128
	Nova Scotia	1½		1½	160	"
	United States	6		6	768	"
			56½		56½	\$7232

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which Exported.	QUANTITIES EXPORTED.				VALUE IN DOLLARS.			
		PRODUCE AND MANUFACTURE OF THE COLONY.			British Foreign and other Colonial produce and manufacture.	Produce and Manufacture of the Colony.	British Foreign and other Colonial Produce and Manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Blubber and Dregs ..	United Kingdom.....	Tuns. 20		Tuns. 20		\$1760		\$88.00	
	Jersey.....	17½		17½		1582		"	
	Canada	62½		62½		1000		16.00	
	United States.....	4½		4½		58		"	
		104½		104½		\$4390			
Rags and paper stuffs.	United Kingdom.....	Cwt. 80		Cwts. 80		\$160		\$2	
	Jersey.....	21		21		42		"	
	Canada.....	40		40		80		"	
	Nova Scotia.....	230		230		460		"	
	United States.....	1468		1468		2936		"	
	1839		1839		\$3678				
Salt ..	Canada	Tons. 100		Tons. 100		\$250		\$2.50	
	Nova Scotia.....	294		294		735		35	
		394		394		\$985			

CUSTOMS' RETURNS.

Seal Skins.....	United Kingdom.....	No. 369179	No. 369179	\$479932	\$1.30
	Canada.....	1500	1500	1950	"
		370679	370679	\$481882	
Whale Skins.....	United Kingdom.....	No. 86	No. 86	\$688	\$8.00
Walrus Skin.....	United Kingdom.....	No. 1	No. 1	\$4	\$4.00
Bear Skins.....	United Kingdom.....	No. 14	No. 14	\$168	\$12.00
Ox and Cow Hides..	United Kingdom.....	No. 1341	No. 1341	\$4023	\$3.00
	Jersey.....	71	71	213	"
	Canada.....	200	200	600	"
	Nova Scotia.....	1471	1471	4413	"
	United States.....	54	54	162	"
		3137	3137	\$9411	
Calf Skins.....	United Kingdom.....	No. 333	No. 333	\$166	\$0.50
	Canada.....	119	119	59	"
	Nova Scotia.....	814	814	407	"
			1266	1266	\$632

CUSTOMS RETURNS.

APPENDIX.

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GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1873.

CUSTOMS' RETURNS.

Articles.	Countries to which exported.	QUANTITIES EXPORTED.				VALUE IN DOLLARS.			
		PRODUCE AND MANUFACTURE OF THE COLONY.			British, Foreign and other Colonial produce and manufacture.	Produce and manufacture of the Colony.	British, Foreign, and other Colonial Produce and manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Furs.....	United Kingdom.....	\$13376		\$13376		\$13376		Declared.	
	Jersey.....	258		258		258		"	
		13634		13634		13634			
Brandy.....					Gals.				
	United States.....				26	\$78		\$3.00	
	St. Peter's.....				100	300		"	
					126	378			
Whiskey.....					Gals.				
	Canada.....				265	\$265		\$1	
	Nova Scotia.....				1215	1215		"	
	St. Peter's.....				87	87		"	
					1567	1567			

Rum	Nova Scotia			Gals.	715	\$429	\$0.60
	St. Peter's				80	48	"
					795	477	
Gin	Nova Scotia			Gals.	2	\$1	\$0.50
Sugar, unrefined	United Kingdom			Cwt.	215½	\$1724	\$8.00
	Jersey				8	64	"
	Canada				23½	188	"
	Spain		F. S.		505½	4046	"
						752½	\$6022
Teas	Canada			Lbs.	258	51	\$0.20
	Nova Scotia				150	30	"
	Spain				1705	341	"
	St. Peter's				1424	285	"
						3537	\$707
Tobacco	Nova Scotia			Lbs.	1921	\$384	\$0.20

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

Articles.	Countries to which Exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British Foreign and other Colonial produce and manufacture.	Produce and Manufacture of the Colony.	British Foreign and other Colonial Produce and Manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Cigars.....	Spain.....			F. S.	M. 5		\$100		\$20.00
Wine,—Champagne..	St. Peter's.....				Glns. 44		\$176		\$4.00
Do,—Port.....	United Kingdom.....				Glns. 866		\$1732		\$2
	Canada.....				839		1678		"
	Nova Scotia.....				1416		2832		"
	B. W. Indies.....				787		1574		"
	United States.....				241		482		"
	St. Peter's.....				28		56		"
					4177		\$8354		

CUSTOMS' RETURNS.

CUSTOMS' RETURNS.

APPENDIX.

Wine, Sherry.....	United Kingdom.....			Glns.			
	Canada.....			28		\$42	\$1.50
	Nova Scotia.....			26		39	"
	B. W. Indies.....			127		190	"
	United States.....			200		300	"
				52		78	"
				433		\$649	
Do—Sicilian.....	Nova Scotia.....			Glns.			
				46		\$46	\$1.00
Lumber.....	B. W. Indies.....			Feet.			
	Spain.....			36000		\$360	\$10 per M.
	F. W. Indies.....			39500		395	"
	Jersey.....			3500		35	"
	Brazil.....			2000		20	"
				4000		40	"
				85000		\$850	
Hoops.....	U. Kingdom.....	Bdls.	Bdls.				
	B. W. Indies.....	1190	1190		\$207		\$0.25
	F. W. Indies.....	19403	19403		4851		"
		1000	1000		250		"
		21593	21593		\$5398		
Oars.....	B. W. Indies.....	No. 315	No. 315		\$128		\$0.40
	F. W. Indies.....	48	48		19		"
		363	363		\$145		

GENERAL EXPORTS FROM THE COLONY OF NEWFOUNDLAND, FOR THE YEAR 1875.

CUSTOMS' RETURNS.

Articles.	Countries to which exported.	QUANTITIES EXPORTED.			VALUE IN DOLLARS.				
		PRODUCE AND MANUFACTURE OF THE COLONY.			British, Foreign and other Colonial produce and manufacture.	Produce and manufacture of the Colony.	British, Foreign and other Colonial Produce and manufacture.	Total.	Price.
		B. S.	F. S.	Total.					
Sticks and Packs...	B. W. Indies.....				Bdls. 1310		\$1810		\$1.00
	Brazil.....				60		60		"
	Nova Scotia.....				32		32		"
					1402		\$1402		
Cigars.....	B. W. Indies.....				No. 8		\$76		\$9.50
Slaves—undressed...	United Kingdom.....				No. 2750		\$137		
	B. W. Indies.....				250		13		
					3000		\$150		
Billets.....	United Kingdom.....				No. 1000		\$5.00		
Shingles.....	B. W. Indies.....				M. 10		\$15		\$1.50

CUSTOMS' RETURNS.

*No 1.—AN ACCOUNT of the Number, Tonnage and Crews of
Country, in the year 1875, distinguishing Vessels with Cargo*

UNITED

Port at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	86	15529	684	6	963	35	92	16492	719	1	130	6
Harbor Grace....	8	1456	59				8	1456	59			
Carbonear	2	265	13				2	265	13			
Greenspond	1	99	5				1	99	5			
Bett's Cove and Tilt Cove....	2	314	14				2	314	14			
Twillingate.....	4	506	29				4	506	29			
Fogo.....	1	81	5				1	81	5			
Burin.....	1	140	8				1	140	8			
Harbor Breton..	3	485	21	1	55	10	4	540	31			
Burgeo.....	4	852	33				4	852	33			
LaPoile	2	249	15				2	249	15			
Gaultois	1	143	11				1	143	11			
	115	20119	897	7	1018	45	122	21137	942	1	130	6

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.
			1	130	6	87	15659	690	6	963	35	93	16622	725
						8	1456	59				8	1456	59
						2	265	13				2	265	13
						1	99	5				1	99	5
						2	314	14				2	314	14
						4	506	29				6	506	29
						1	81	5				1	81	5
						1	140	8				1	140	8
						3	485	21	1	55	10	4	540	31
						4	852	33				4	852	33
						2	249	15				2	249	15
						1	143	11				1	143	11
			1	130	6	116	20249	903	7	1018	45	123	21267	948

CUSTOMS' RETURNS.

No. 1.—AN ACCOUNT of the Number, Tonnage and Crews of
Country, in the year 1875, distinguishing Vessels with Cargo
BRITISH

Ports at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.
Saint John's.....	304	45235	2055	4	605	26	344	45844	2081	1	127	6
Harbor Grace...	43	5468	285				43	5468	285			
Bay Roberts.....	1	152	9				1	152	9			
Brigus.....	5	583	34				5	583	34			
Carbonsar.....	6	660	34				6	660	34			
Catalina.....	1	133	6				1	133	6			
Trinity.....	2	243	13				2	243	13			
Betts's Cove and Tilt Cove ...	6	1041	41				6	1041	41			
Twillingate.....	1	123	7				1	123	7			
Fogo.....	1	104	6				1	104	6			
Trepassey.....				1	49	6	1	49	6			
St. Lawrence....	3	476	14	1	140	7	4	316	21			
Burns.....	13	987	63	1	148	7	14	1135	70			
Harbor Breton	19	1338	91				19	1338	91			
Fortune.....	8	1753	66				8	1753	66			
Grand Bank.....	4	287	24				4	287	24			
Burgeo.....	5	428	33				5	428	33			
LaPoile.....	13	816	61				13	816	61			
St. Jacques.....	1	86	5				1	86	5			
Pushthrough.....	3	230	16				3	230	16			
Gaultois.....	11	698	50				11	698	50			
Channel.....	46	1799	180				46	1799	180			
	532	62344	3093	7	942	46	539	63286	3139	1	126	6

CUSTOMS' RETURNS.

Vessels entered inwards at each Port in Newfoundland, from each from those in Ballast, and British from Foreign Ships.
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	127	6	341	45360	2061	4	605	26	345	45971	2087
						43	5468	285				43	5468	285
						1	152	9				1	152	9
						5	583	34				5	583	34
						6	660	34				6	660	34
						1	133	6				1	133	6
						2	243	13				2	243	13
						6	1041	41				6	1041	41
						1	123	7				1	123	7
						1	104	6				1	104	6
									1	49	6	1	49	6
						3	176	14	1	140	7	4	316	21
						13	987	63	1	148	7	14	1135	70
						19	1338	91				19	1338	91
						8	1753	66				8	1753	66
						4	287	24				4	287	24
						5	428	33				5	428	33
						13	816	61				13	816	61
						1	86	5				1	86	5
						3	230	16				3	230	16
						11	698	50				11	698	50
						46	1799	180				46	1799	180
			1	127	6	533	62471	3099	7	942	46	540	63413	3145

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.
St. John's	50	5678	292	.....	.....	.....	50	5678	292	1	110	7
Harbor Grace....	12	1408	70	.....	.....	.....	12	1408	70	.....	.....	.....
Trinity	1	144	8	.....	.....	.....	1	144	8	.....	.....	.....
Twillingate.....	3	282	19	.....	.....	.....	3	282	19	.....	.....	.....
Burin.....	2	280	14	.....	.....	.....	2	280	14	.....	.....	.....
Harbor Breton..	4	744	39	.....	.....	.....	4	744	39	.....	.....	.....
Gaultois	2	363	22	.....	.....	.....	2	363	22	.....	.....	.....
LaPoile	4	616	31	.....	.....	.....	4	616	31	.....	.....	.....
	78	9514	495	.....	.....	.....	78	9514	495	1	110	7

CUSTOMS' RETURNS.

No. 1.—Continued.

P O R T U G A L.

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	7	51	5788	299	.....	.....	.....	51	5788	299
.....	12	1408	70	.....	.....	.....	12	1408	70
.....	1	144	8	.....	.....	.....	1	144	8
.....	3	282	19	.....	.....	.....	3	282	19
.....	2	280	14	.....	.....	.....	2	280	14
.....	4	744	39	.....	.....	.....	4	744	39
.....	2	363	22	.....	.....	.....	2	363	22
.....	4	615	31	.....	.....	.....	4	615	31
.....	1	110	7	79	9624	502	.....	.....	.....	79	9624	502

CUSTOMS' RETURNS.

No. 1.—(Continued.)

SPAIN.

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....	92	11642	536	.....	.....	.....	92	11642	536	.....	.....	.....
Harbor Grace...	19	2753	125	.....	.....	.....	19	2753	125	.....	.....	.....
Carbonear.....	4	702	29	.....	.....	.....	4	702	29	.....	.....	.....
Tilt Cove and Bett's Cove...	2	498	19	.....	.....	.....	2	498	19	.....	.....	.....
Twillingate	4	630	28	.....	.....	.....	4	630	28	.....	.....	.....
Fogo.....	1	90	5	.....	.....	.....	1	90	5	.....	.....	.....
Harbor Breton ..	1	220	9	.....	.....	.....	1	220	9	.....	.....	.....
	124	16535	751	.....	.....	.....	124	16535	751	.....	.....	.....

CUSTOMS' RETURNS.

No. 1.—(Continued.)

SPAIN.

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.
.....	92	11642	536	.....	.....	.....	92	11642	536
.....	19	2753	125	.....	.....	.....	19	2753	125
.....	5	702	29	.....	.....	.....	5	702	29
.....	2	498	19	.....	.....	.....	2	498	19
.....	4	630	28	.....	.....	.....	4	630	28
.....	1	90	5	.....	.....	.....	1	90	5
.....	1	220	9	.....	.....	.....	1	220	9
.....	124	16535	751	.....	.....	.....	124	16535	751

CUSTOMS' RETURNS.

No 1.—Continued.

SICILY.

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	5	761	33	.....	.....	.....	5	761	33	.....	.....	.....
Harbor Grace....	7	1244	57	.....	.....	.....	7	1244	57	.....	.....	.....
Carbonear.....	1	142	6	.....	.....	.....	1	142	6	.....	.....	.....
Greenspond.....	1	102	6	.....	.....	.....	1	102	6	.....	.....	.....
Trinity.....	1	102	6	.....	.....	.....	1	102	6	.....	.....	.....
Twillingate.....	1	97	6	.....	.....	.....	1	97	6	.....	.....	.....
Fogo.....	1	92	6	.....	.....	.....	1	92	6	.....	.....	.....
	78	2540	120	.....	.....	.....	17	2540	120	.....	.....	.....

CUSTOMS' RETURNS.

No. 1.—Continued.

SICILY.

FOREIGN.						TOTAL.								
IN BALL ST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	5	761	33	.....	.....	.....	5	761	33
.....	7	1244	57	.....	.....	.....	7	1244	57
.....	1	142	6	.....	.....	.....	1	142	6
.....	1	102	6	.....	.....	.....	1	102	6
.....	1	102	6	.....	.....	.....	1	102	6
.....	1	97	6	.....	.....	.....	1	97	6
.....	1	92	6	.....	.....	.....	1	92	6
.....	17	2540	120	.....	.....	.....	17	2540	120

CUSTOMS' RETURNS.

No. 1.—(Continued.)

UNITED

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....	88	15124	585	1	143	7	89	15567	592	28	3198	245
Harbor Grace...	7	1067	48				7	1067	48			
Harbor Breton...	2	398	19				2	398	19	6	509	35
St. Jacques.....	3	354	22	2	150	13	5	504	35			
Pushthrough.....	3	255	16				3	255	16			
Burgeo.....	1	53	6				1	53	6			
LaPoile.....	5	454	28				5	454	28			
	109	18005	724	3	293	20	112	18298	744	34	3797	280

CUSTOMS RETURNS.

No. 1.—(Continued.)

STATES.

FOREIGN.						TOTAL.								
IN BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.	Vessels.	Tonn.	Crews.
			28	3198	245	116	18622	830	1	143	7	117	18765	83
						7	1067	48				7	1067	4
7	538	43	13	1047	78	8	907	54	7	538	43	15	1445	97
						3	354	22	2	150	13	5	504	35
						3	255	16				3	255	16
						1	53	6				1	53	6
						5	454	28				5	454	28
7	538	43	41	4245	322	143	21712	1004	10	831	63	133	22543	1067

CUSTOMS' RETURNS.

No. 1.—Continued.

FRENCH.

Ports at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	2	85	7				2	85	7			
Burin	2	50	7				2	50	7			
Oderin	3	108	13				3	108	13			
Harbor Breton...	3	202	14				3	202	14			
St. Jacques.....	1	18	4	3	420	19	4	438	23			
Pushthrough.....	14	244	50				14	244	50			
Grand Bank.....	22	923	121				22	923	121			
Fortune	17	421	66				17	421	66			
	64	2951	282	3	420	19	67	2471	301			

SPANISH

Saint John's....	14	1822	95	1	130	7	15	1952	102	13	1819	139
Harbor Grace...										1	121	9
	14	1822	95	1	130	7	15	1952	102	14	1940	148

CUSTOMS' RETURNS.

No. I.—Continued.

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.
						2	85	7				2	85	7
						2	50	7				2	50	7
						3	108	13				3	108	13
						3	202	14				3	202	14
						1	18	4	3	420	19	4	438	23
						14	244	50				14	244	50
						22	923	121				22	923	121
						17	421	66				17	421	66
						64	2051	282	3	420	19	67	2471	301

WEST INDIES.

3	418	30	16	2237	169	27	3641	234	4	548	37	31	4189	271
			1	121	9	1	121	9				1	121	9
3	418	30	17	2358	178	28	3762	243	4	548	37	32	4310	280

CUSTOMS' RETURNS.

No. 1.—(Continued.)

HANSEATIC

Ports at which arrived.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	7	1500	65	.....	.....	.....	7	1500	65	4	610	31
Twillingate.....	1	107	7	.....	.....	.....	1	107	7	.....	.....	.....
	8	1607	72	.....	.....	.....	8	1607	72	4	640	31

BRAZIL.

St. John's.....	1	128	7	7	1065	48	8	1193	55	.....	.....	.....
Harbor Grace.....	.....	.....	.....	1	197	9	1	197	9	.....	.....	.....
	1	128	7	8	1262	57	9	1390	64	.....	.....	.....

CUMBERLAND

St. John's.....	1	93	7	.....	.....	.....	1	93	7	.....	.....	.....
	1	93	7	.....	.....	.....	.....	93	7	.....	.....	.....

CUSTOMS' RETURNS.

No. 1.—(Continued.)

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.
.....	4	640	31	11	2140	96	.....	.....	.....	11	2140	96
.....	1	107	7	.....	.....	.....	1	107	7
.....	4	640	31	12	2247	103	.....	.....	.....	12	2247	103

BRAZIL.

.....	.....	.....	.....	.....	.....	1	128	7	7	1065	48	8	1193	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	197	9	1	197	9
.....	.....	.....	.....	.....	.....	1	128	7	8	1262	57	9	1390	64

INLET.

.....	.....	.....	.....	.....	.....	1	93	7	.....	.....	.....	1	93	7
.....	.....	.....	.....	.....	.....	1	93	7	.....	.....	.....	1	93	7

CUSTOMS' RETURNS.

No. 2.—Total Number, Tonnage and Crews of Vessels, entered at all

Places from which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom	115	20119	897	7	1018	45	122	21137	942	1	130	6
British Possessions	532	62344	3093	7	942	46	539	63286	3139	1	127	6
Portugal.....	78	9514	495	.....	.....	.....	78	9514	495	1	110	7
Spain.....	124	16535	751	.....	.....	.....	124	16535	751	.....	.....	.....
United States....	109	18005	724	3	293	20	112	18298	744	34	3707	280
Sicily.....	17	2540	120	.....	.....	.....	17	2540	120	.....	.....	.....
French Colonies..	64	2051	282	3	420	19	67	2471	301	.....	.....	.....
Spanish W. Indies	14	1822	95	1	130	7	15	1952	102	14	1940	148
Brazil.....	1	128	7	8	1262	57	9	1390	64	.....	.....	.....
Hanseatic Towns	8	1607	72	.....	.....	.....	8	1607	72	4	640	31
Cumberland Inlet	1	93	7	.....	.....	.....	1	93	7	.....	.....	.....
	1063	134758	6543	29	4065	194	1092	138628	6737	55	6654	478

CUSTOMS' RETURNS.

Ports in Newfoundland, from each Country, in the year 1875.

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	130	6	116	20249	903	7	1018	45	123	21267	948
			1	127	6	533	62471	3099	7	842	46	540	63413	3145
			1	110	7	79	9624	502				79	9624	502
						124	16535	751				124	16535	751
7	538	43	41	4245	323	143	21712	1004	10	831	63	153	22543	1067
						17	2540	120				17	2540	120
						64	2051	282	3	420	19	67	2471	301
3	418	30	17	2358	178	28	3762	243	4	548	37	32	4310	280
						1	128	7	8	1262	57	9	1390	64
			4	640	31	12	2247	103				12	2247	103
						1	93	7				1	93	7
10	956	73	65	7610	551	1118	141412	7021	39	5021	267	1157	146433	7288

CUSTOMS' RETURNS.

No. 3.—AN ACCOUNT of the Number, Tonnage and Crews of
Country, in the year 1876, 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.
St. John's.....	55	19214	376	.....	.....	.....	55	19214	376	4	470	2
Harbor Grace...	6	974	45	.....	.....	.....	6	974	45	.....	.....	.....
Carbonear.....	1	126	7	.....	.....	.....	1	126	7	.....	.....	.....
Tilt Cove and Bett's Cove...	12	2677	94	.....	.....	.....	12	2677	94	.....	.....	.....
Twillingate.....	2	234	12	.....	.....	.....	2	234	12	.....	.....	.....
Burin.....	1	140	8	.....	.....	.....	1	140	8	.....	.....	.....
Harbor Breton...	1	220	11	.....	.....	.....	1	220	11	.....	.....	.....
La Poile.....	2	321	17	.....	.....	.....	2	321	17	.....	.....	.....
	80	23906	570	.....	.....	.....	80	23906	570	4	470	2

CUSTOMS' RETURNS.

Vessels cleared Outwards at each Port in Newfoundland for each from those in Ballast and British from Foreign Ships.

K I N G D O M .

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	470	21	59	19684	397				59	19684	397
						6	974	45				6	974	45
						1	126	7				1	126	7
						12	2677	94				12	2677	94
						2	234	12				2	234	12
						1	140	8				1	140	8
						1	220	11				1	220	11
						2	321	17				2	321	17
			4	470	21	84	24376	591				84	24376	591

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.
St. John's.....	63	9493	464	275	88142	1687	338	47575	2151			
Harbor Grace.....	13	1503	87	30	4142	273	43	5045	300			
Carbonar.....				8	874	49	8	874	49			
Bay Roberts.....				2	294	18	2	294	18			
Brigus.....	1	51	5	5	583	35	6	684	40			
Greenspond.....	2	275	16	1	73	5	3	348	21			
Catalina.....	1	135	8				1	135	8			
Trinity.....				2	243	13	2	243	13			
Tilt Cove and Betts Cove.....	3	311	17	1	62	5	4	373	22			
Fogo.....				1	104	6	1	104	6			
Twillingate.....	2	220	12	3	362	21	5	582	33			
Trepassey.....	1	49	6				1	49	6			
Burin.....	1	148	8	4	471	24	5	619	32			
Harbor Breton.....	3	243	19	13	832	66	16	1075	85			
Gaultois.....				7	643	34	7	643	34			
Pushthrough.....	2	147	10	1	83	5	3	230	15			
St. Jacques.....	1	53	5	1	86	5	2	139	10			
Fortune.....	1	41	5				1	41	5			
Grand Bank.....	2	130	11	8	261	55	10	391	66			
Burgeo.....	4	609	26	2	296	17	6	905	43			
Lapoids.....	4	183	20	7	514	37	11	697	57			
Channel.....	23	1003	107	21	800	99	44	1803	206			
	127	14534	826	392	48865	2454	519	63399	3280			

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.
5	778	28	5	773	28	63	9433	464	280	88915	1715	343	48348	2179
						13	1503	87	30	4142	273	43	6645	360
									3	874	49	3	874	49
									2	294	18	2	294	18
						1	51	5	5	588	35	6	634	40
						2	275	15	1	73	5	3	848	21
						1	135	8				1	135	8
									2	243	13	2	243	13
						3	811	17	1	62	5	4	373	22
									1	104	6	1	104	6
						2	220	12	3	362	21	5	582	33
						1	49	6				1	49	6
						1	148	8	4	471	24	5	619	32
						3	243	19	13	832	66	16	1075	85
									7	643	34	7	643	34
						2	147	10	1	83	6	3	230	15
						1	53	5	1	86	5	2	139	10
						1	41	5				1	41	5
						2	130	11	8	261	55	10	891	66
						4	609	28	2	296	17	6	905	43
						4	183	20	7	514	37	11	697	57
						23	1003	107	21	800	99	44	1803	206
5	773	28	5	773	28	127	14534	826	397	49638	2482	524	64172	3308

CUSTOMS' RETURNS.

No. 3.—(Continued.)

PORTUGAL.

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	81	4005	219				81	4005	219			
Harbor Grace....	2	285	15				2	285	15			
Greenspond.....	1	99	5				1	99	5			
Catalina.....	1	136	7				1	136	7			
Trinity.....	1	144	8				1	144	8			
Fogo.....	6	517	34				6	517	34			
Twillingate.....	3	305	17				3	305	17			
Ferryland.....	2	210	10				2	210	10			
Trepassey.....	1	121	5				1	121	5			
Little Placentia..	2	249	16				2	249	16			
Burin.....	2	280	16				2	280	16			
Harbor Breton...	3	580	32				3	580	32			
Gaultois.....	4	667	42				4	667	42			
Burgeo.....	1	156	9				1	156	9			
Lapointe.....	4	462	31				4	462	31			
	64	8216	466				64	8216	466			

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.
						31	4005	219				31	4005	219
						2	285	15				2	285	15
						1	99	5				1	99	5
						1	136	7				1	136	7
						1	144	8				1	144	8
						6	517	34				6	517	34
						3	305	17				3	305	17
						2	210	10				2	210	10
						1	121	5				1	121	5
						2	249	10				2	249	10
						2	280	16				2	280	16
						3	580	32				3	580	32
						4	667	42				4	667	42
						1	156	9				1	156	9
						4	462	31				4	462	31
						64	8216	466				64	8216	466

CUSTOMS RETURNS.

No. 3.—(Continued.)

UNITED

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	9	1146	51	1	160	7	10	1306	58	12	1809	128
Burin.....	1	47	5	.....	.....	.....	1	47	5	.....	.....	.....
St. Lawrence.....	1	140	7	.....	.....	.....	1	140	7	.....	.....	.....
Harbor Breton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	865	58
Pnshthrough.....	2	216	11	.....	.....	.....	2	216	11	.....	.....	.....
St. Jacques.....	7	871	49	.....	.....	.....	7	871	49	.....	.....	.....
Grand Bank.....	1	56	5	.....	.....	.....	1	56	5	.....	.....	.....
Burgeo.....	2	107	11	.....	.....	.....	2	107	11	.....	.....	.....
Lapoile.....	1	50	4	1	188	8	2	188	12	.....	.....	.....
	24	2633	143	2	298	15	26	2931	158	23	2674	186

SPANISH

St. John's.....	21	8253	161	1	251	8	22	8504	169
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CUSTOMS' RETURNS.

S T A T E S .

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	640	27	15	2449	155	21	2955	179	4	800	34	25	8755	213
.....	1	47	5	.....	.....	.....	1	47	5
.....	1	140	7	.....	.....	.....	1	140	7
.....	11	865	58	11	865	58	.....	.....	.....	11	865	58
.....	2	216	11	.....	.....	.....	2	216	11
.....	7	871	49	.....	.....	.....	7	871	49
.....	1	56	5	.....	.....	.....	1	56	5
.....	2	107	11	.....	.....	.....	2	107	11
.....	1	50	4	1	138	8	2	188	12
3	640	27	26	3314	213	47	5307	329	5	938	42	52	6245	371

W E S T I N D I E S .

.....	21	3258	161	1	251	8	22	3504	169
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CUSTOMS' RETURNS.

No. 3.—(Continued.)

I T A L Y.

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	10	1034	57				10	1034	57			
Harbor Grace....	1	198	9				1	198	9			
Greenspond.....	2	221	11				2	221	11			
Trinity.....	1	102	6				1	102	6			
Catalina.....	4	352	23				4	352	23			
Fogo.....	1	99	6				1	99	6			
	19	2006	112				19	2006	112			

B R A Z I L.

St. John's.....	68	13700	635				68	13700	635	2	417	23
Harbor Grace....	8	1668	69				8	1668	69			
Burin.....	1	148	7				1	148	7			
Gaultois.....	1	199	12				1	199	12			
Burgeo.....	1	140	8				1	140	8			
	79	15855	731				79	15855	731	2	417	23

CUSTOMS' RETURNS.

I T A L Y .

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.
						10	1034	57				10	1034	57
						1	198	9				1	198	9
						2	221	11				2	221	11
						1	102	6				1	102	6
						4	352	23				4	352	23
						1	99	6				1	99	6
						19	2006	112				19	2006	112

B R A Z I L .

			2	417	23	70	14117	658				70	14117	658
						8	1668	60				8	1668	60
						1	148	7				1	148	7
						1	199	12				1	199	12
						1	140	8				1	140	8
			2	417	23	81	16272	754				81	16272	754

CUSTOMS' RETURNS.

No. 3.—(Continued.)

SPAIN.

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	32	4550	230	.....	.....	.....	32	4550	230	12	1684	136
Harbor Grace.....	1	164	9	.....	.....	.....	1	164	9	.....	.....	.....
Fogo	1	128	7	.....	.....	.....	1	128	7	.....	.....	.....
	34	4842	246	.....	.....	.....	34	4842	246	12	1684	136

FRENCH

St. John's.....	1	42	4	.....	.....	.....	1	42	4	.....	.....	.....
St. Laurence.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	76	7
St. Jacques.....	1	18	4	.....	.....	.....	1	18	4	.....	.....	.....
	2	60	8	.....	.....	.....	2	60	8	1	76	7

CUSTOMS' RETURNS.

SPAIN.

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	108	10	13	1792	146	44	6234	366	1	108	10	45	6342	376
						1	164	9				1	164	9
						1	128	7				1	128	7
1	108	10	13	1792	146	46	6526	382	1	108	10	47	6634	392

COLONIES.

						1	42	4				1	42	4
			1	76	7	1	76	7				1	76	7
						1	18	4				1	18	4
			1	76	7	3	136	15				3	136	15

CUSTOMS' RETURNS.

No. 3.—(Continued.)

AZORES.

Ports at which cleared.	BRITISH.									OTHER.		
	WITH CARGO.			IN BALLAST.			TOTALS.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's				7	916	41	7	916	41			
				7	916	41	7	916	41			

HANSEATIC

St. John's.....	3	548	27				3	548	27			
	3	548	27				3	548	27			

CUSTOMS' RETURNS.

A Z O R E S .

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.
									7	916	41	7	916	41
									7	916	41	7	916	41

T O W N S .

						3	548	27				3	548	27
						3	548	27				3	548	27

CUSTOMS' RETURNS.

No. 4.—Total Number, Tonnage, and Crews of Vessels cleared at

Countries for which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTAL.			Vessels.	Tons.	Crews.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
United Kingdom....	80	23906	570	.....	.....	.....	80	23906	570	4	470	21
British Possessions	127	14534	326	302	48865	2454	519	63399	3280	.....	.....	.....
Portugal.....	64	8216	466	.....	.....	.....	64	8216	466	.....	.....	.....
United States.....	24	2633	148	2	298	15	26	2931	158	23	2674	186
French Colonies	2	60	8	.....	.....	.....	2	60	8	1	76	7
Italy.....	19	2006	112	.....	.....	.....	19	2006	112	.....	.....	.....
Brazil	79	15855	731	.....	.....	.....	79	15855	731	2	417	23
Spain.....	34	4842	246	.....	.....	.....	34	4842	246	12	1684	186
Spanish W. Indies..	21	3253	161	1	251	8	22	3504	169	.....	.....	.....
Azores .....	.....	.....	.....	7	916	41	7	916	41	.....	.....	.....
Hanseatic Towns...	3	548	27	.....	.....	.....	3	548	27	.....	.....	.....
	453	75853	3290	402	50330	2518	855	126183	5808	42	5321	373

CUSTOMS' RETURNS.

all Ports in Newfoundland for each Country, in the year 1875.

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	470	21	84	24376	591				84	24376	591
5	778	28	5	778	28	127	14534	826	397	49033	2482	524	64175	3308
						64	8216	466				64	8216	466
3	640	27	26	3314	218	47	5307	329	5	935	42	52	6245	371
			1	76	7	3	136	15				3	136	15
						19	2006	112				19	2006	112
			2	417	23	81	16272	754				81	16272	754
1	108	10	13	1792	146	46	6526	382	1	108	10	47	6634	392
						21	3253	161	1	251	8	22	3504	169
									7	916	41	7	916	41
						3	548	27				3	548	27
9	1521	65	51	6842	438	495	81174	3663	411	51851	2583	906	133025	6246

CUSTOMS' RETURNS.

No. 5.—Total Number, Tonnage and Crews of Vessels entered at each

Ports at which entered.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	686	97901	4366	19	2906	123	705	100807	4489	486024	431	
Harbor Grace....	96	13396	644	1	197	9	97	13593	653	1121	9	
Bay Roberts	1	152	9				1	152	9			
Brigus.....	5	583	34				5	583	34			
Carbonear	14	1769	82				14	1769	82			
Trinity.....	4	489	27				4	489	27			
Greenspond	2	201	11				2	201	11			
Catalina.....	1	133	6				1	133	6			
Tilt Cove and Betts Cove.....	10	1853	74				10	1853	74			
Twillingate.....	14	1745	96				14	1745	96			
Fogo	4	367	22				4	367	22			
Trepassey				1	49	6	1	49	6			
Oderin.....	3	108	13				3	108	13			
Burin.....	18	1457	92	1	148	7	19	1605	99			
St. Laurence.....	3	176	14	1	140	7	4	316	21			
Harbor Breton ...	32	3387	193	1	55	10	33	3442	203	6	509	
Grand Bank.....	26	1210	145				26	1210	145			
Fortune	25	2174	132				25	2174	132			
Gaultois	14	1204	83				14	1204	83			
Pushthrough	20	729	82				20	729	82			
St. Jacques.....	5	458	31	5	570	32	10	1028	63			
Burgeo.....	10	1333	72				10	1333	72			
Lapoile	24	2134	135				24	2134	135			
Channel	46	1799	180				46	1799	180			
	1063	194758	6543	29	4065	194	1092	138823	6737	556654	478	

CUSTOMS' RETURNS.

Port in Newfoundland, from all Countries, in the year 1875.

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	418	30	51	6442	464	734	103925	4800	22	3324	153	756	107249	4953
			1	121	9	97	13517	653	1	197	9	98	13714	662
						1	152	9				1	152	9
						5	583	34				5	583	34
						14	1769	82				14	1769	82
						4	489	27				4	489	27
						2	201	11				2	201	11
						1	133	6				1	133	6
						10	1853	74				10	1853	74
						14	1745	96				14	1745	96
						4	367	22				4	367	22
									1	49	6	1	49	6
						3	108	13				3	108	13
						18	1457	92	1	148	7	19	1605	99
						3	176	14	1	140	7	4	316	21
7	538	43	13	1047	78	38	3896	228	8	593	53	46	4489	281
						26	1210	145				26	1210	145
						25	2174	132				25	2174	132
						14	1204	83				14	1204	83
						20	729	82				20	729	82
						5	458	31	5	570	32	10	1028	63
						10	1333	72				10	1333	72
						24	2134	135				24	2134	135
						46	1799	180				46	1799	180
10	956	73	65	7610	551	1118	141412	7021	39	5021	267	1157	146433	7233

CUSTOMS' RETURNS.

No. 6.—Total Number, Tonnage and Crews of Vessels cleared at each

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	298	56925	2224	284	39469	1743	577	96394	3967	80	4380	308
Harbor Grace.....	81	4792	234	30	4142	273	61	8934	507			
Carbonear	1	126	7	8	874	49	9	1000	56			
Bay Roberts				2	294	18	2	294	18			
Brigus.....	1	51	5	5	583	35	6	634	40			
Greenspond	5	595	32	1	73	5	6	668	37			
Trinity.....	2	246	14	2	243	13	4	489	27			
Catalina.....	6	623	38				6	623	38			
Tilt Cove and Betts Cove.....	15	2988	111	1	62	5	16	3050	116			
Twillingate.....	7	759	41	3	362	21	10	1121	62			
Fogo	8	744	47	1	104	6	9	848	53			
Ferryland.....	2	210	10				2	210	10			
Trepassey	2	170	11				2	170	11			
Little Placentia..	2	249	16				2	249	16			
Burin	6	763	44	4	471	24	10	1234	68			
St. Lawrence.....	1	140	7				1	140	7	1	76	7
Harbor Breton ..	7	1043	62	13	832	66	20	1875	128	11	865	58
St. Jacques.....	9	942	58	1	86	5	10	1028	63			
Pushthrough	4	363	21	1	83	5	5	446	26			
Gaultois	5	866	54	7	643	34	12	1509	88			
Fortune	1	41	5				1	41	5			
Grand Bank.....	3	186	16	3	261	55	11	447	71			
Burgeo.....	8	1012	54	2	296	17	10	1308	71			
Lapoule.....	11	1016	72	8	652	45	19	1668	117			
Channel	23	1003	107	21	800	99	44	1803	206			
	453	75853	3290	402	50330	2518	855	126183	5808	42	5321	378

CUSTOMS' RETURNS.

Port in Newfoundland for all Countries, in the year 1875.

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	1521	65	39	5901	878	323	61805	2532	293	40990	1808	616	102295	4340
						31	4792	234	30	4142	273	61	8934	507
						1	126	7	8	874	49	9	1000	56
						1	51	5	2	294	18	2	294	18
						5	595	32	5	583	35	6	684	40
						2	246	14	1	73	5	6	668	37
						6	623	38	2	243	13	4	489	27
												6	623	38
						15	2988	111	1	62	5	16	3050	116
						7	759	41	3	362	21	10	1121	62
						8	744	47	1	104	6	9	848	53
						2	210	10				2	210	10
						2	170	11				2	170	11
						2	249	16				2	249	16
						6	763	44	4	471	24	10	1234	68
			1	76	7	2	216	14				2	216	14
			11	865	58	18	1908	120	13	832	66	31	2740	186
						9	942	58	1	86	5	10	1028	63
						4	363	21	1	83	5	5	446	26
						5	866	54	7	643	34	12	1509	88
						1	41	5				1	41	5
						3	186	16	8	261	55	11	447	71
						8	1012	54	2	296	17	10	1308	71
						11	1016	72	8	652	45	19	1668	117
						23	1003	107	21	800	99	44	1803	206
9	1521	65	51	6841	438	495	81174	3663	411	51851	2583	906	133025	6246

CUSTOMS' RETURNS.

Total Number, Tonnage, and Crews of Vessels of each Nation entered at Ports in Newfoundland, in the year 1875.

Nationality of Vessels.	BRITISH.								
	WITH CARGO.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom.....	800	36496	1668	10	1455	68	810	37951	1736
British Possessions.....	760	97908	4853	17	2460	113	777	100368	4966
United States.....	37	4061	302	9	688	56	46	4749	358
Spain.....	14	1940	148	3	418	30	17	2358	178
Hanseatic Towns.....	6	897	43	.....	.....	.....	6	897	43
Portugal.....	1	110	7	.....	.....	.....	1	110	7
	1118	141412	7021	39	5021	267	1157	146438	7288

CUSTOMS' RETURNS.

Total Number, Tonnage, and Crews of Vessels of each Nation cleared at Ports in Newfoundland, in the year 1875.

Nationality of Vessels.	BRITISH.								
	WITH CARGO.			IN BALLAST.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom.....	187	33668	1636	33	4018	202	220	37686	1838
British Possessions.....	262	42660	1641	368	46012	2299	630	88672	3940
United States.....	27	2199	190	6	1141	40	33	3340	239
Hanseatic Towns.....	4	470	21	1	300	17	5	770	38
Spain.. ..	14	2101	159	2	244	17	16	2345	176
Portugal.....				1	136	8	1	136	8
French Colonies	1	76	7	.....	.....	.....	1	76	7
	495	81174	3668	411	51861	2583	906	133025	6246

CUSTOMS' RETURNS.

*No. 7.—An Account of the Number, Tonnage and Crews of Steamers
the Year 1875, distinguishing Steamers with Cargo*

UNITED												
Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	25	98450	1957	1	1676	95	26	40126	2052	.....	.....	.....
Tilt Cove and Betts Cave.....	3	1598	62	.....	.....	.....	3	1598	62	.....	.....	.....
	28	40048	2019	1	1676	95	29	41724	2114	.....	.....	.....
BRITISH												
St. John's.....	47	43116	2283	.....	.....	.....	47	43116	2283	.....	.....	.....
Harbor Grace.....	6	1759	99	.....	.....	.....	6	1759	99	.....	.....	.....
	53	44875	2382	.....	.....	.....	53	44875	2382	.....	.....	.....

CUSTOMS' RETURNS.

entered Inwards at each Port in Newfoundland from each Country, in from those in Ballast and British from Foreign Ships.

K I N G D O M .

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.
.....	25	38450	1957	1	1676	95	26	40126	2052
.....	3	1598	62	.....	.....	.....	3	1598	62
.....	28	40048	2019	1	1676	95	29	41724	2114

P O S S E S S I O N S .

.....	.....	.....	.....	.....	.....	47	43116	2283	.....	.....	.....	47	43116	2283
.....	.....	.....	.....	.....	.....	6	1759	99	.....	.....	.....	6	1759	99
.....	.....	.....	.....	.....	.....	53	44875	2382	.....	.....	.....	53	44875	2382

CUSTOMS' RETURNS.

No. 7—(Continued.)

FRENCH

Ports at which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.						WITH CARGO.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	9	1801	138	.....	.....	.....	9	1801	138	.....	.....	.....

UNITED

St. John's.....	3	1112	58	.....	.....	.....	3	1112	58	1	978	22
	3	1112	58	.....	.....	.....	3	1112	58	1	978	22

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.
.....	9	1801	188	.....	.....	.....	9	1801	188

STATES.

.....	.....	.....	1	978	22	4	2090	80	.....	.....	.....	4	2090	80
.....	.....	.....	1	978	22	4	2090	80	.....	.....	.....	4	2090	80

CUSTOMS' RETURNS.

*No. 8.—An Account of the Number, Tonnage and Crews of Steamers
the Year 1875, distinguishing Steamers with Cargo*

UNITED

Ports at which cleared.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	14	21698	1120	8	14034	746	22	35732	1866	.....	.....	.....
Tilt Cove and Betts Cove.....	3	1598	62	.....	.....	.....	3	1598	62	.....	.....	.....
	17	23296	1182	8	14034	746	25	37330	1928	.....	.....	.....

UNITED

St. John's.....	1	1979	90	.....	.....	.....	1	1979	90	.....	.....	.....
Harbor Grace.....	2	612	34	.....	.....	.....	2	612	34	.....	.....	.....
	3	2591	124	.....	.....	.....	3	2591	124	.....	.....	.....

CUSTOMS' RETURNS.

cleared Outwards at each Port in Newfoundland from each Country, in from those in Ballast, and British from Foreign Ships.

K I N G D O M .

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.
						14	21698	1120	8	14034	746	22	35732	1866
						3	1598	62				3	1598	62
						17	23296	1182	8	14034	746	25	37330	1928

S T A T E S .

						1	1979	90				1	1979	90
						2	612	34				2	612	34
						3	2591	124				3	2591	124

CUSTOMS' RETURNS.

No. 8.—(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.			
St. John's.....	20	22695	1078	30	21250	1166	50	43945	2244	1	979	22
Harbor Grace.....	1	322	17	.....	.....	.....	1	322	17	.....	.....	.....
	21	23017	1095	30	21250	1166	51	44267	2261	1	979	22

FRENCH

St. John's.....	2	1888	101	2	1888	101
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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	979	22	21	23674	1100	30	21250	1166	51	44924	2266
.....	1	322	17	.....	.....	.....	1	322	17
.....	1	979	22	22	23996	1117	30	21250	1166	52	45246	2283

COLONIES.

.....	2	1888	101	2	1888	101
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CUSTOMS' RETURNS.

No. 9.—Total Number, Tonnage and Crews of Steamers entered

Places from which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTALS.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom....	28	40048	2019	1	1676	95	29	41724	2114	.....	.....	.....
British Possessions.	53	44875	2382	.....	.....	.....	53	44875	2382	.....	.....	.....
French Colonies	9	1301	138	.....	.....	.....	9	1301	138	.....	.....	.....
United States.....	3	1112	58	.....	.....	.....	3	1112	58	1	978	22
	93	87336	4597	1	1676	95	94	89012	4692	1	978	22

CUSTOMS' RETURNS.

at all Ports in Newfoundland, from each Country, in the year 1875.

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.
.....	28	40048	2019	1	1676	95	29	41724	2114
.....	53	44875	2382	.....	.....	.....	53	44875	2382
.....	9	1301	138	.....	.....	.....	9	1301	138
.....	1	978	22	4	2090	80	.....	.....	.....	4	2090	80
.....	1	978	22	94	88314	4619	1	1676	95	95	89990	4714

CUSTOMS' RETURNS.

No. 10.—Total Number, Tonnage, and Crews of Steamers cleared at

Places from which arrived.	BRITISH.											
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom....	17	23296	1182	8	11034	746	25	37330	1928	.....	.....	.....
United States.....	3	2591	124	.....	.....	.....	3	2591	124	.....	.....	.....
British Possessions.	21	23017	1095	30	21250	1166	51	44267	2261	1	979	22
French Colonies.....	2	1868	101	.....	.....	.....	2	1868	101	.....	.....	.....
	43	50792	2502	38	35284	1912	81	86076	4414	1	979	22

CUSTOMS' RETURNS.

all Ports in Newfoundland, for each Country, in the year 1875.

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.
.....	17	23296	1182	8	14034	746	25	37330	1928
.....	3	2591	124	.....	.....	.....	3	2591	124
.....	1	979	22	22	23996	1117	30	21250	1166	52	45246	2283
.....	2	1888	101	.....	.....	.....	2	1888	101
.....	1	979	22	44	51771	2524	38	35284	1912	82	87055	4486

CUSTOMS' RETURNS.

No. 11.—Total Number, Tonnage and Crews of Steamers entered at

Ports at which entered.	BRITISH.									WITH CARGO.		
	WITH CARGO.			IN BALLAST.			TOTALS.					
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	84	83979	4436	1	1676	95	85	85655	4531	1	978	22
Tilt Cove and Betts Cove.....	8	1598	62	.....	.....	.....	8	1598	62	.....	.....	.....
Harbor Grace.....	6	1759	99	.....	.....	.....	6	1759	99	.....	.....	.....
	98	87336	4597	1	1676	95	94	89012	4692	1	978	22

CUSTOMS' RETURNS.

each Port in Newfoundland, from all Countries, in the year 1875.

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	978	22	85	84957	4458	1	1676	95	86	86633	4558
.....	3	1598	62	.....	.....	.....	3	1598	62
.....	6	1759	99	.....	.....	.....	6	1759	99
.....	1	978	22	94	88814	4619	1	1676	95	95	89990	4714

CUSTOMS' RETURNS.

No. 12.—Total Number, Tonnage, and Crews of Steamers cleared at

Ports at which entered.	BRITISH.									FOREIGN.		
	WITH CARGO.			IN BALLAST.			TOTAL.			WITH CARGO.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	37	48260	2389	38	35284	1912	75	83544	4301	1	979	22
Harbor Grace.....	3	984	51	.....	.....	.....	3	984	51	.....	.....	.....
Tilt Cove and Betts Cove.....	3	1598	62	.....	.....	.....	3	1598	62	.....	.....	.....
	43	50792	2502	39	35284	1912	81	86076	4414	1	979	22

CUSTOMS' RETURNS.

each Port in Newfoundland, from all Countries, in the year 1875.

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	979	22	38	49239	2411	38	35284	1912	76	84523	4823
						3	934	51				3	934	51
						3	1598	62				3	1598	62
			1	979	22	44	51771	2524	38	35284	1912	82	87055	4486

CUSTOMS' RETURNS.

STATEMENT SHEWING THE QUANTITIES OF THE UNDER-
DURING THE

	Quintals Dried Cod Fish.	Number Seal Skins.
Shipped by Newfoundland Houses.....	244707	44
Shipped by Houses not connected with New- foundland.....	11000	800
Total.....	255707	844

CUSTOMS' RETURNS.

MENTIONED ARTICLES EXPORTED FROM LABRADOR YEAR 1875.

Tuns Oil.			Tuns Blubber.	Tierces Salmon.	Barrels Pickled Herring.	Barrels Trout.	Lbs. Salmon preserved in Tins.
Seal.	Cod.	Other Oils.					
7	37	1	13	1611	58347	.....	8640
15	46	.....	.....	950	8650	30	35000
22	83	1	13	2561	66997	30	43640

J. J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS BUILT IN
TONNAGE, ON WHICH BOUNTY HAS BEEN PAID, THE

Names of Vessels.	Tonnage.	Where Built.
Maxwelton	89	Bay Roberts
Success.....	72	Notre Dame Bay.....
British Queen.....	46	Do.
Lily Dale	48	Do.
Fanny.....	49	Hearts Content.....
Jane Florence.....	16	Fortune Bay
Emily Jane.....	42	Hearts Content
Emily	66	Do.
Isabella	73	Do.
Jane	32	Bonavista Bay
Highflyer	28	Trinity Bay.....
Charles.....	33	Bonavista Bay
Lion	19	Green Bay
Wren	19	Bonavista Bay
Proteus.....	41	Do.
Duke of York.....	66	Trinity Bay.....
True Love.....	16	Bonavista Bay
17 Vessels.	755	Tons.

CUSTOMS' RETURNS.

NEWFOUNDLAND, WHERE BUILT, NAMES OF BUILDERS, AMOUNT, AND TO WHOM PAID, FOR THE YEAR 1875.

Names of Builders.	Amount Paid.	To whom Paid.
Richard Stowe, Bay Roberts.....	\$89	J. Bartlett.
John Fox, Triton Island.....	72	R. Winsor.
Henry Wells, Burnt Bay.....	46	Hill Brothers.
William Snow, Exploits Bay.....	48	Martin & Brothers.
Richard A. Penny.....	49	J. & R. Maddock.
John Collier.....	16	John Collier.
James Moore, Hearts Content ...	84	Joseph Hopkins.
Do. do. ...	132	Do.
Henry Rowe, do. ...	146	Alfred Hopkins.
William Atwood, Flat Island.....	64	Ralph Brothers
Edward March, Green Harbor...	56	Robert Thorburn
John Killegrew, Flat Island.....	33	Killegrew Brothers
John Hicks, Green Bay.....	38	John Hicks.
James Prince, Seal Cove.....	38	J. & W. Stewart.
John Brown, Indian Arm.....	82	Robert Alexander.
Charles Higdon.....	66	John Peace.
J. Reader, sr., Musgrave Town...	32	James Reader.
Carried forward.....	\$991	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where built.
Brought forward.....	755	Tons.
Pathway	32	Musgrave Harbor.....
Alice	28	Trinity Bay.....
Commodore	49	Do.
Fleetwing	16	Bonavista Bay.....
Mirian.....	122	Hants Harbor.....
Sophia.....	80	Carbonear
Flash.....	30	Trinity Bay.....
Mabel.....	45	Do.
Lizzie	60	Exploits Bay
Lady Hill	64	Do.
Young Bride.....	41	Do.
Amanda	104	Trinity Bay
Young Thomas.....	51	Trinity.....
Susannah	49	Green Bay
Bertha	63	Notre Dame Bay
Rose	22	Do.
Mariner	64	Trinity Bay.....
34 Vessels.	1,675	Tons.

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(Continued.)

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	\$991	
E. Whiteway, Musgrave Town	64	E. Whiteway.
Michael Fennell, Catalina.....	28	Thomas Murphy.
John Short, Smith's Sound.....	49	Do.
Thos. Sillar, Clode Sound, B. B...	16	Do.
J. Gulliford, Hant's Harbor.....	244	E. C. Watson.
Robert Newhook, Carbonear.....	160	J. Rourke.
Benjamin Higdon, Trinity Bay...	60	R. Thorburn.
Elias Jerritt, do.	90	E. F. Dickinson, { FOR LONGWILL & TAYLOR.
Simon Manuel, Exploits.....	120	S. Manuel.
Andrew Manuel, do.....	128	J. & J. Clark.
Matthew Dalton, do.....	82	M. Dalton
S. Michem, Green Harbor	208	A. Goodridge
John Clifford, Trinity.....	102	John Woods
William Taylor, Green Bay	98	M. Osmond.
Wm. Mills, Moreton's Harbor....	126	Do.
Do do.....	22	Do.
John Randall, Trinity Bay.....	128	John Randall.
Carried forward.....	\$2,716	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where Built.
Brought forward.....	1,675	Tons.
Ocean Queen.....	69	Green Bay.....
Irene.....	43	Grand Bank.....
Ariel.....	44	Trinity Bay.....
Arctic.....	125	Do.....
Rapid.....	68	Do.....
West Wind.....	65	Do Hearts Delight.....
Royal Arch.....	53	Spaniards Bay.....
Glance.....	45	Trinity Bay.....
Bessie.....	14	Do Hearts Delight.....
Bright Light.....	76	Greenspond.....
Nimrod.....	51	Harbor Maine.....
Fanny.....	28	Bonavista Bay.....
Petunia.....	32	Trinity Bay.....
Swan.....	46	Cats Cove.....
Mabel.....	34	Fortune.....
Anastasia.....	37	Notre Dame Bay.....
Cornella.....	42	Trinity Bay.....
51 Vessels.	2,547	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(Continued.)

Names of Builders.	Amount Paid.	To whom Paid.
Brought forward.....	\$2,716	
John Dalton, Exploits.	138	Ayre & Marshall.
George Bell, Grand Bank.....	86	R. Inkpen.
Nicholas Smith, Brigus.....	88	J. & J. Smith.
Geo. Pittman, New Perlican.....	250	John Munn.
Do. do.	136	Do.
Jas. Pittman, Hearts Delight.....	130	Do.
Nathl. Goss, Spaniard's Bay	106	Do.
Stephen Smith, Random.....	90	Do.
F. T. Wiltshire, Hearts Delight..	28	Do.
Philip Batterton.....	76	Harvey & Co.
Nicholas Lacour.....	102	John Munn.
William Ryan, Bonavista Bay	56	T. McCormack.
Thomas Frampton.....	64	Do.
John Wade.....	92	Robert Alexander.
James Magor Lake.....	68	H. W. LeMessurier.
Patrick Kennedy	37	Smith McKay.
Charles Newhook	84	Stephen Antle.
Carried forward.....	\$4,347	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where Built.
Brought forward.....	2,547	Tons.
Elizabeth	26	Big River, Codroy.....
Elizabeth	29	Pinchard's Island.....
Daisy.....	19	Gooseberry Island.....
Lizzie Ann.....	30	Do.
Annabella	44	Grand Bank.....
Charles R. Ayre	48	Fortune Bay.....
Clara	19	Do.
Maggie Lake.....	16	Do.
Bessie Steer.....	28	Do.
Topsey	15	Do.
Aurora	45	Bonavista Bay.....
Suliean.....	64	Notre Dame Bay, Loo Bay.....
Flash.....	44	Salmon Cove, C.B.....
Gem.....	43	Do.
North Star.....	19	Englee, French Shore.....
Fanny.....	30	Trinity Bay.....
Excel.....	34	Do.
68 Vessels.	3,101	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(Continued.)

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	\$4,347	
William Blanchard.....	26	William Blanchard.
John Blackmore.....	58	John Blackmore.
Andrew Saunders.....	38	Andrew Saunders.
James House.....	60	James House.
Henry John Hickman.....	88	Henry Hickman.
Edward Bennett.....	96	Edward Bennett.
William P. Lake.....	19	William P. Lake.
Do.....	32	Do.
John E. Lake.....	56	John E. Lake
Do.....	15	Do
Jabez Saint.....	45	W. B. Grieve.
John Roberts, Twillingate.....	128	E. Duder.
William Flinn.....	44	W. J. S. Donnell.
William Cole.....	43	Do.
Robert Gillard.....	19	Gillard Bro.
Thomas Clifford, Trinity Bay.....	60	Lewis Tessier.
John Hallyer, Broad Cove.....	68	Albert George.
Carried forward.....	\$5,242	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where built.
Brought forward.....	3,101	Tons.
Thetis	174	Green Bay.....
Enterprise, s. s.....	10	St John's.....
Bee.....	17	Trinity Bay, S. Sound.....
Elfrida	16	Bonavista Bay
Minnie Ella	15	Fortune
Flying Cloud.....	17	Bonavista Bay
Ellen	23	Bay Roberts
Lily	48	Do
Porcupine	60	Fogo
Mary	15	Bonavista Bay
Rosina	37	Burin Bay
Alpha.....	65	Trinity Bay.....
J. H. W.....	20	Hants Harbor.....
Lily	35	Notre Dame Bay.....
Robert	21	Do.
Five Brothers.....	48	Twillingate.....
Maria.....	22	Exploits Bay.....
85 Vessels.	3,742	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(Continued.)

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	\$5,242	
Solomon Snow, Indian Arm.....	346	D. Sclater.
Peter Saunders.....	10	Lewis Tessier.
Henry Stone, S. Sound	34	Thomas Stone.
Thomas Reader.....	16	Do.
James Magor Lake.....	30	James M. Lake.
Joseph White, Cottle's Island....	34	J. Turner.
Jonathan French.....	46	Charles Dawe.
Samual Dawe.....	96	Do.
Levi Rendell.....	120	Robert Scott.
Nicholas Devereux.....	30	James Ryan.
Isaac Street	74	Isaac Street.
Robert Horwood.....	130	J. & R. Maddock.
Richard Pelly	40	J. H. Watson.
Wm Mürcell, Notre Dame Bay...	70	J. B. Tobin.
James Boyd do.....	21	Do.
George Cooper.....	48	Samuel Young.
Francis Luff, Exploits.....	44	Josiah Manuel.
Carried forward.....	\$6,531	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where Built.
Brought forward.....	3,742	Tons.
Remnant.....	34	Notre Dame Bay, Sop's Arm.....
Constance.....	119	Hall's Bay.....
First Fruit.....	48	Notre Dame Bay.....
Somerset.....	58	Do. Loo Bay.....
Ocean Traveller.....	28	Hall's Bay.....
Mary Jane.....	31	Notro Dame Bay, New Harbor...
E. O.....	21	Twillingate.....
J. S. O.....	47	Exploits Bay.....
A. D. O.....	49	Notre Dame Bay, Little Bay.....
Dart.....	32	Exploits River.....
Success.....	53	Green Bay.....
Eagle.....	25	Trinity.....
Mary Jane.....	19	Spaniard's Bay.....
Total.....	4,306	Tons. 98 Vessels.

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(Continued.)

Names of Builders.	Amount Paid.	To whom Paid.
Brought forward.....	\$6,531	
William Rice, Twillingate.....	68	John Rice.
Elias Paddick.....	238	R. D. Hodge.
A. Osmond, Notre Dame Bay....	96	Do.
Josiah Linfield, Loo Bay.....	116	Do.
George Paddick, Hall's Bay.....	56	George Paddick.
Thomas Anstey, Purcell's Harbor	62	Thomas Anstey.
John Fox, Twillingate.....	42	J. W. Owen.
Henry Wells, Exploits Bay.....	94	Do.
John Curtis, Twillingate.....	98	Do.
Benjamin Snellgrove.....	32	B. Snelgrove.
Alexander Gillespie.....	106	S. McKay.
John Evely, Trinity.....	50	W. Grieve & Co.
Joseph Baggs, Spaniard's Bay....	38	H. K. Dickinson, <small>{ FOR LONGWILL & TAYLOR.</small>
	\$7,627	

JAMES J. ROGERSON,
Receiver General.

Custom House, St. John's, Newfoundland,
31st December, 1875.

EDUCATION.

REPORT OF THE INSPECTORS OF THE CHURCH OF
ENGLAND AND METHODIST SCHOOLS IN NEW-
FOUNDLAND, FOR THE HALF-YEAR ENDING DE-
CEMBER 31st, 1875.

ST. JOHN'S, January 3rd, 1876.

SIR,—

We have the honor to transmit herewith, to be laid before His Excellency the Governor, our joint report of the condition of Public Elementary Schools in this Colony.

We have the honor to be,

Sir,

Your obedient servants,

WILLIAM PILOT,
Inspector of Church of England Schools.

GEORGE S. MILLIGAN, M. A.,
Inspector of Methodist Schools.

The Hon. E. D. SHEA,
Colonial Secretary.

EDUCATION.

To His Excellency SIR STEPHEN J. HILL, K.C.M.G.,
C.B., Governor, &c., of Newfoundland and its
Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

We, the Inspectors of the Church of England and Methodist Schools, beg to submit for the information of your Excellency our first report on the condition of Public Elementary Schools in this Colony, to be laid before the Legislature at the opening of its session.

In doing this we have deemed it best to present a joint report, as our work thus far has been, of necessity, largely in common, and because upon comparing our views upon the state of education in the Island and methods for its improvement, we have found these very fully to agree.

We beg to note in the outset that the duties of our office have hitherto been to a great extent preliminary, as we have been called to attend to various initial matters necessary for the successful and harmonious operation of the Education Act, 37 Vic.

The first of these was the preparation of Table A, Part II, exhibiting the distribution of the several educational grants among the various denominations according to the late census.

Another of these was the settlement of school property between the respective Protestant bodies, which, we have much pleasure in reporting, has been effected amicably and with much less difficulty than was at first anticipated; although not without engrossing much of the time and attention of the two Inspectors. The result will be found in Table B, Part II.

The distribution of the \$40,000, voted for school-houses and pro-perty, 38 Vic., cap. 22, sec. 4, next received our careful consideration, and we had the honor of recommending to your Excellency for adoption certain rules and regulations of which your Excellency in Council was pleased to approve.—*Table C.*

The difficulty of finding suitable persons to take charge of the schools of our two denominations soon forced itself upon our notice, and upon making inquiry in respect to this scarcity of competent teachers, we have been led to believe that, apart from the question of

EDUCATION.

salary, which will be discussed elsewhere, the following are some of the principal causes:—(1). Due care has not been hitherto observed by the Educational Boards in the selection of suitable persons to be trained as pupil teachers, the consequence of which has been that some, taught at the public expense, have afterwards been found totally disqualified for the office of teacher. (2). Many, probably the best of those selected, have been allowed, for want of being indentured, to withdraw from the profession without making any adequate return to the country for the cost of their training; and (3), the office has been almost exclusively confined to male teachers, a strong prejudice having existed against the training and employment of females in the work of education, contrary to the opinion of the highest educationists of the day, and to the usage obtaining in England, the United States, and the Dominion of Canada.

Chiefly for these reasons, we were led, after mature deliberation and frequent consultation with many friends of education, to recommend to your Excellency certain regulations for the appointment and supervision of pupil teachers, which received the sanction of your honorable Government. A copy of which will be found annexed.—*See Table D.*

VISITATION AND INSPECTION.

In accordance with instructions from your honourable Government to aid Educational Boards in the settlement of property as above referred to, and in order to make ourselves fully acquainted with the educational wants of the Island, we arranged to visit as many as possible of the Educational Districts, to impart counsel to the Boards in reference to carrying out the Education Acts, and especially in respect to the adjustment of school property; to inspect such schools as were in operation; to give such advice to teachers as might be of service in the organization and management of their schools; and, in fine, to awaken a deeper and more wide-spread interest in education throughout the Colony by public addresses and otherwise.

In the prosecution of the above objects, we beg to report that we have visited seventeen of the twenty-five Educational Districts, and nearly all of the principal places lying between Cape St. John and Lamaline.

The following is a correct summary:

IN NOTRE DAME BAY—Fogo, Barred Island, Change Islands, Her-

EDUCATION.

ring Neck, Twillingate, Moreton's Harbor, Exploits, Burnt Island, Leading Ticks, Little Bay Island, Bett's Cove, Tilt Cove, and ten other settlements, comprising in all well nigh the whole circuit of this extensive Bay.

IN *BONAVISTA BAY*—Bonavista, Greenspond, Bird Island Cove.

IN *TRINITY BAY*—Trinity, Catalina, Hant's Harbor, Seal Cove, Russell Cove, Scilly Cove, New Perlican, Heart's Content, and ten smaller places, embracing almost a complete visitation of this large bay.

IN *CONCEPTION BAY*—Brigus, Cupids, Salmon Cove, Clarke's Beach, Bareneed, Port-de-Grave, Coley's Point, Bay Roberts, Upper Island Cove, Harbor Grace, Carbonear, and nine other less important school sections.

IN *PLACENTIA BAY*—Burin, Great St. Lawrence and Lamaline.

IN *ST. JOHN'S*.—St. John's East and West, Pouch Cove and Quidi-vidi.

SCHOOL STATISTICS.

As our term of office has only extended over half a year, and educational affairs have been in a transition state, we have deemed it best not to lay before your Excellency at this time the ordinary school returns, which could be only very partial, as many of the schools now in operation have been but lately opened, for the want of suitable teachers or because the new schoolhouses, rendered necessary by the provisions of the recent act, had not been built, or the property belonging to the late Protestant boards had not been previously settled.

It may, however, be satisfactory to report that there are now many more pupils in the schools actually conducted than there were this time last year, and that arrangements have been made by the respective educational boards to commence other schools in localities in which they have never previously existed, so soon as eligible teachers can be obtained. We regret to say that we have been deeply pained to find that notwithstanding the large amounts which have been granted by the Legislature for educational purposes, many large communities, especially in Notre Dame Bay and Trinity Bay, have been hitherto without schools, and the youth growing up to manhood and womanhood unable to read and write. We have, therefore, felt it to be our duty to do all within our power to arouse the educational

EDUCATION.

boards and people of these districts to a sense of their responsibility, and to bestir themselves for the future in providing their naturally vigorous and interesting youth with the ordinary means of education; and we have particularly aimed at inducing the boards to group together, where necessary, two or three of the smaller settlements, in each of which a school might be kept a part of the year by an itinerant teacher, and at encouraging the people liberally to co-operate in the matter of school fees, so as to give in each year some measure of education to all the youth of the country. We have no doubt that one of the results of changes introduced by Education Act, 37 Vic., and of the combined efforts of the two Inspectors to create a public sentiment on behalf of education, together perhaps with a wholesome rivalry between the schools of the two leading Protestant denominations, will be to secure enlarged and improved facilities for imparting a common school education.

SCHOOL-HOUSES, FURNITURE, AND APPARATUS.

We have been pleased to find in some of the principal settlements, school-houses of a very creditable kind, and provided with a fair supply of blackboards and maps, but regret to say that this has been the exception rather than the rule. In general, the schools have been kept in poor, comfortless, unsightly buildings, without blackboards, maps, pictorial illustrations for object lessons, &c. Instead of the school being made as attractive as possible for the scholars, and furnished with helps and appliances necessary, according to modern ideas for the work of instruction, we regret to report that the dingy, cheerless building, built without regard to ventilation, with benches not properly graduated as to height, and without backs, as if intended to create restlessness, if not to produce curvature of the spine; with desks badly proportioned and unsuitable, as also not well arranged, and in short devoid of almost everything to render school work pleasant, seems in many instances as if designed to make attendance at school disagreeable if not repulsive.

The wise and liberal vote of the Legislature of the sum of \$40,000 for school-houses and property, without which it would have been impossible to provide sufficient school accommodation in many districts, if judiciously expended according to regulations adopted by your honourable Council will, we believe, do much to supply the above deficiency in houses, furniture, and apparatus, and we feel assured that the country will soon point with satisfaction to the beneficial results of this enlightened legislation.

EDUCATION.

TEXT BOOKS.

One of the great drawbacks heretofore in the way of teaching has arisen from the want of books of a uniform series, suitable for use in our elementary schools. We have occasionally found schools almost destitute of books and school materials, and frequently in the same schools the greatest diversity of books in the hands of scholars of similar attainments, preventing all proper classification, and needlessly retarding the progress of the school. To effect desirable improvement in this particular, we have, in accordance with the wishes of some of our friends, recommended to the boards of our respective denominations, the propriety and importance of adopting, with the sanction of your honorable Government, a uniform series, and we have reason to hope that before long this great desideratum will be obtained. Meantime, the Inspectors are adopting such means as will enable them, after personal examination, to advise Boards of Education in the selection.

We will only further remark under this head, that it is hardly possible to over-estimate, particularly in the outports, where all reading matter is limited, the advantages to be derived from the use of well-graduated text-books, which shall be so varied and yet so comprehensive as will lead the scholars gradually to acquire general information on ordinary subjects, and at the same time create such a thirst for knowledge as will facilitate the development of their powers, and ultimately produce intelligent men, and good citizens.

TEACHERS.

We have pleasure in reporting that the teachers are in general persons of good moral character; ready to assist in any good word or work according to their ability, and devoting themselves to their duties with a commendable degree of faithfulness and zeal, and perhaps, considering the drawbacks under which many of them have had to labour because of the miserably low salaries on which they have had to subsist, the indifference of the people to their interests, and the lack of sympathy and support previously given them by Educational Boards, altogether as good as under these circumstances could reasonably be expected. Nevertheless, after making honourable exceptions of some who would do credit to their profession in any country, we regret to say that as a class they are greatly lacking in their knowledge of the ordinary branches of a fair English education, and still more particularly for want of training in that knowledge which would

EDUCATION.

fit them for a right conduct and management of our common schools. In some cases, from a mistaken charity, individuals have been employed as teachers who are either utterly incompetent or now quite incapacitated by age. As teachers are the prime agents or instruments in the work of education, and everything else must be of little avail if these be inefficient, we deem it of paramount importance not only duly to care for the future supply of pupil teachers, but also to employ all possible means for qualifying those now engaged for the better discharge of the duties of their office, as also so far to improve their financial condition as to free them from undertaking many menial services to eke out a bare means of subsistence for their families, which tend to bring them into collision with some, and to lessen them in the estimation of others, as well as seriously to interfere with their appropriate work of teaching and the acquiring that culture which would elevate them in the eyes of the people, and render them more successful in their profession.

To stimulate teachers in the way of improvement, we are pleased to know that, in accordance with our recommendation, your honorable Government has already sanctioned certain regulations for the grading of teachers (see Table E, Part II). We have now respectfully to recommend the Legislature to make it imperative upon all teachers, within a reasonable period, to present themselves for examination, as provided for in rules already approved. Meantime we have to report we have already taken great pains to effect improvement in the efficiency of the teachers, by instructing them, as we have had opportunity, in the organization and management of their schools, and particularly in both the manner and method of teaching, for which they have almost invariably expressed their appreciation.

To make up more fully for the want of training, we shall from time to time give instruction and meet, where practicable, the teachers of a district, or part thereof, at some convenient centre, in order to instruct them, by lecture or otherwise, in the better discharge of the business of teaching. We shall also be happy, so soon as we think it feasible, to encourage in every way the formation of teachers' associations for mutual improvement, and further to adopt such measures as will stimulate teachers, by application to their studies and devotion to their profession, to render themselves deserving of the highest certificates, and of appointments to the more eligible situations.

But while doing all in our power for the intellectual and professional improvement of the teachers, we deem it our duty very respectfully to inform your Excellency that we are deeply convinced that the

EDUCATION.

Legislature will subserve the highest interest of the country by continuing present liberal appropriations and making such additions from time to time, as the revenue will admit, for the maintenance of this very deserving class of public servants, now by far *too poorly paid*. While, however, expressing this our conviction, we would have it distinctly understood that, under existing circumstances, we have no sympathy with the idea unfortunately too prevalent, that the Government should do everything, in providing education for the country. We are persuaded that in many districts the people themselves could do much more, if they tried, than they now do towards the support of their schools. We have been surprised to find that even the almost nominal school fees, now by law compulsory, have, in very many cases, been either not collected at all, or only very partially, and that with great difficulty. We have already advised education boards to enforce prepayment so far as practicable, according to the provisions of the act, and we are informed that, where this plan has been already adopted, it has been attended with very satisfactory results.

We think the time has fully come when the friends of education should co-operate in dispelling the idea that a cheap system of education is a desirable one, seeing that in general it is but a worthless one. While of opinion that clergymen and other prominent members of society will do well to encourage parents and guardians to contribute more generously of their own accord than heretofore, we beg to say that in our judgment it is worthy of the consideration of the Legislature whether it would not be well to permit Educational Boards, with the concurrence of the Governor in Council, to adopt, where they deem it advisable, a higher scale of fees than is at present admissable by law, without, however, infringing the privileges of the boards to admit as free scholars, or at reduced rates of fees, orphans and the children of indigent parents.

SUBJECTS TAUGHT.

Reading, writing, and arithmetic have been the only subjects taught in the most of the schools which we have visited, even in some of the largest settlements, where some knowledge of geography, grammar, composition and history might reasonably be expected to be of advantage to many of the rising youth; and in most cases the attainments of the scholars have been not very satisfactory. This is to be accounted for partly by the attendance having been irregular, and to a great extent confined to very young children. We are persuaded, however, that it has largely arisen from a defect in the method of teaching these elementary subjects. Reading being

EDUCATION.

the chief source of knowledge, we regard as of first consequence, but we regret to say that with very few exceptions this has been generally taught in our schools without regard to correct pronunciation, and what is still worse, without respect to intelligence or expression. Probably the main cause of so many reading badly is in their not having been made to master thoroughly each progressive step in their class book before passing to the more difficult lessons, thus being ever kept at work acquiring what is irksome to them, instead of being exercised frequently in such forms of words as they had previously learned, until they have become so familiar as to be able to read them with fluency and ease, as well as with intelligence and delight. *Writing* being an important medium for conveying thought, deserves more attention than it has hitherto received in our schools. While in general decidedly better than the reading, the copy books sometimes showing praiseworthy neatness, we have often found some scholars without writing material, others badly furnished, and these pursuing a course devoid of system, and making an attempt at writing small-hand without having at all learned to form large-hand accurately. In *Arithmetic* our schools are very defective, the scholars being often unable to say perfectly the Multiplication Table, or perform easy exercises with accuracy. As business is altogether impracticable without a knowledge of numbers, we think it essential that the scholars should be made acquainted with its properties, and so drilled in mental operations as to be able to work rapidly and with ease, at least the calculations that enter into the common trade of the country.

While anxious to secure higher attainments in these fundamental and essential subjects, we are of opinion that the children of the colony, if enjoying similar advantages to those in the mother country or in the adjacent provinces, would not only show a better acquaintance with these, but would learn other branches after which we ought to aspire, and that are elsewhere deemed of great value, both for the well-being of pupils themselves and that of their fellow-citizens.

On what should constitute the basis of instruction in common schools, we beg to cite from programme of course of study, adopted in those of Ontario :—

I. " Reading, writing, arithmetic, and the use of the English language. Every youth, whether in town or country, should be able so to read that reading will be a pleasure and not a labor, otherwise his little knowledge of reading will be seldom, if ever, used to acquire information; he should be able to write readily and well; he should know arithmetic so as to perform readily and properly any financial

EDUCATION.

business transactions, and be able to keep accounts correctly ; he should be able to speak and write with correctness the language of the country. These subjects are the first essentials of education for every youth and in which he should be primarily and thoroughly taught.

II. "An acquaintance with the properties and growth of plants we cultivate and use, and the soils in which they grow, the instruments and machinery we employ, and the principles of their construction and use; our own bodies and mind, and the laws of their healthy development and preservation. Large experience shows not only the importance of a knowledge of these subjects of natural science, and experimental physics, but that they can be taught easily for all ordinary practical purposes to pupils from six to twelve years of age.

III. "Some knowledge of geography and history, of the civil government and institutions of our own country, and in all cases of the first principles of Christian morals, so essential to every honest and good citizen.

"These are the subjects which should be embraced in a common school curriculum, and which has been, and can be easily learned by pupils under twelve years of age."

GRADING OF SCHOOLS.

In connection with the above, and as kindred thereto, we beg respectfully to report that being required by the Act 37, Vic. Section 14, to "classify each school in one of three classes," we have agreed to propose as standards for grading schools those described in Table E., part II which, if approved of by your honorable Government, we will endeavor as soon as practicable to carry into effect.

MANAGEMENT OF SCHOOLS.

With a view to correct many defects observed by us in course of our inspection, as also to give permanency to advice personally communicated by us both to Boards and Teachers, relative to the government and conduct of schools, we have, at the urgent request of many chairmen, recently prepared a code of rules, which has received the sanction of your Excellency in Council, and been recommended by us to our several Boards for adoption.—*See Table F., Part II.*

 EDUCATION.

CONCLUSION.

In conclusion, we beg most respectfully to thank your honorable Government for its frequent and valuable counsel in many matters arising in a time of transition, as also for its prompt and cordial reception of such suggestions as we have thought it desirable to make. Here also we have much pleasure in recording our appreciation of the readiness of Educational Boards, and of many private individuals, to aid us in initiating such improvements as have seemed to us essential to effect. There is one point however of paramount importance to our whole educational plans to which we most earnestly ask the special attention of your Excellency and the Legislature. Our educational Acts make no specific provision for the maintenance of

MODEL SCHOOLS,

which we deem essential for the proper training of Pupil Teachers in the art of teaching. We regard this as their greatest defect, and strongly advise amendment on so vital a matter in any consolidation of these acts which we trust will be shortly undertaken. We know of no way in which a reasonable appropriation could be made with prospects of *such beneficial results*; and here we may be permitted to state that if the means are not available to give model schools to our two respective denominations, then the additional amounts which, on comparison with Roman Catholic Academy grants, will be now found, according to the recent Census, to be fairly due them thereon, might be given either to the Directors of our respective Academies, on condition that they provide practising or model schools for training Pupil Teachers, or otherwise to a separate Board charged with this special duty.

We have the honor to be,

Your Excellency's obedient humble servants,

WILLIAM PILOT,

Inspector of Church of England Schools.

GEORGE S. MILLIGAN, M. A.,

Inspector of Methodist Schools.

St. John's, Dec. 31st, 1875.

EDUCATION.

DISTRIBUTION OF EDUCATION GRANTS AMONGST CHURCH
OF ENGLAND BOARDS.

PART II.—TABLE A.

Educational Districts.	Population.	For Elementary Education.	For Colonial and Continental School Society.	Balance drawable.	For books, &c.	Share of Commercial grant.
1 Morston's Harbor ..	1766	\$713.26	.....	\$713.26	\$10.88	
2 Twillingate	2502	1010.52	\$128.20	882.32	15.41	\$181.85
3 Fogo.....	2764	1116.34	128.20	988.14	17.03	200.93
4 Bonavista Bay (N.)	3221	1300.91	256.40	1044.51	19.84	
5 Bonavista Bay (W.)	2110	852.20	128.20	724.00	13.00	
6 Bonavista Bay (S.)	1577	639.93	128.20	508.73	9.71	114.64
7 Trinity Bay (E.) ...	929	375.20	.....	375.20	5.72	
8 Trinity Bay (N.) ...	3328	1344.13	128.20	1215.93	20.50	241.93
9 Trinity Bay (W.)...	3550	1433.80	128.20	1305.60	21.87	258.06
10 Trinity Bay (S.).....	562	226.98	.....	226.98	3.46	40.85
11 Bay-de-Verds	418	168.82	.....	168.82	2.57	30.39
12 Carbonear	945	381.67	.....	381.67	5.82	68.70
13 Harbor Grace.....	4870	1966.92	384.60	1582.32	30.00	
14 Bay Roberts.....	2369	956.80	.....	956.80	14.59	172.21
15 Port-de-Grave	1796	725.37	128.20	597.17	10.81	

EDUCATION.

DISTRIBUTION OF EDUCATION GRANTS AMONGST CHURCH
OF ENGLAND BOARDS.

PART II.—TABLE A.—(CONTINUED.)

Educational Districts.	Population.	For Elementary Education.	For Colonial and Continental School Society.	Balance Drawable.	For books, &c.	Share of Commercial Grant.
16 Brigus	1692	\$683.38	\$128.20	\$555.18	\$10.67	\$125.98
17 St. John's.....	8160	3295.70	384.63	2911.07	50.26	
18 Ferryland.....	173	69.87	.....	69.87	1.08	
19 Placentia Bay.....	1351	545.65	.....	545.65	8.32	
20 Burin	840	339.26	.....	339.26	5.17	61.08
21 Lamaline.....	711	287.16	128.20	158.96	4.38	
22 Grand Bank.....	82	33.12	.....	33.12	51	
23 Harbor Briton.....	4391	1773.46	128.20	1645.26	27.05	319.20
24 Burgeo.....	2005	809.79	.....	809.79	12.35	145.75
25 Lapoile	2211	893.00	.....	893.00	13.62	160.73

EDUCATION.

DISTRIBUTION OF EDUCATION GRANTS AMONGST
METHODIST BOARDS.

PART II.—TABLE A.

Educational Districts.	Population.	For Elementary Education.	For Books and repairs.	Share of Commercial Grant.
1 Moreton's Harbor ..	2921	\$1137 95	\$17 99	
2 Twillingate.....	1819	708 64	11 20	\$111 35
3 Fogo.....	1331	518 53	8 20	81 47
4 Bonavista Bay (N.)	1404	549 96	8 65	
5 Banavista Bay (W.)	493	192 06	3 04	
6 Bonavista Bay (S.)..	1639	638 51	10 10	100 33
7 Trinity Bay (E.)....	1281	499 05	7 89	
8 Trinity Bay (N.)...	1305	508 39	8 4	88 62
9 Trinity Bay (W.)...	394	153 50	2 43	15 39
10 Trinity Bay (S.)....	2678	1043 28	16 50	163 93
11 Bay-de-Verds.....	3964	1544 27	24 42	242 65
12 Carbonear.....	3618	1409 48	22 29	221 47
13 Harbor Grace.....	1140	444 12	7 02	
14 Bay Roberts.....	475	185 05	2 93	29 08
15 Port-de-Grave.....	354	137 92	2 17	

EDUCATION.

DISTRIBUTION OF EDUCATION GRANTS AMONGST
METHODIST BOARDS.

PART II.—TABLE A.—CONTINUED.)

Educational Districts.	Population.	For Elementary Education.	For Books and Repairs.	Share of Commercial Grant.
16 Brigus	2161	\$841 86	\$13 32	\$132 82
17 St. John's.....	3009	1172 23	18 53	
18 Placentia Bay	239	93 11	1 47	
19 Burin.....	1686	656 82	10 39	103 21
20 Lamaline.....	4	1 56	2	
21 Grand Bank.....	1658	645 91	10 21	
22 Harbor Briton	9	3 51	5	55
23 Burgeo.....	6	2 34	4	39
24 Lapoile.....	725	282 84	4 47	44 38

EDUCATION.

SETTLEMENT OF SCHOOL PROPERTY.

PART II.—TABLE B.

Boards.	Church to pay Methodists.	Methodists to pay Church.	Church to pay Free Church.	Church to pay Congregation- alists.
Moreton's Harbor.....				
Twillingate.....	\$526 71			
Fogo.....	341 05			
Bonavista Bay (N.)...	97 28			
Bonavista Bay (W.)...				
Bonavista Bay (S.)...	280 00			
Trinity Bay (E.).....	20 00			
Trinity Bay (N.).....	228 88			
Trinity Bay (W.).....	35 88	\$137 40		
Trinity Bay (S.).....				
Bay-de-Verds.....				
Carbonear.....				
Harbor Grace.....	120 00			
Bay Roberts.....	233 83			
Port-de-Grave.....	110 00			

EDUCATION.

SETTLEMENT OF SCHOOL PROPERTY.

PART II.—TABLE B.—(CONTINUED.)

Boards.	Church to pay Methodists.	Methodists to pay Church.	Church to pay Free Church.	Church to pay Congregation- alists.
Brigus	320 00			
St. John's.....		11 68	30 57	30 56
Ferryland.....				
Placentia Bay.....				
Burin				
Lamaline.....				
Grand Bank				
Harbor Briton				
Burgeo				
Lapoile*.....				

N.B.—Property in settlements having one denomination has been by Act omitted in the above awards.

* Property in Lapoile remains unsettled, as no Church of England Board has as yet been appointed.

EDUCATION.

DISTRIBUTION OF THE \$40,000, ACCORDING TO POPULATION, AND SETTLEMENT OF PROPERTY, ACCORDING TO THE ACT—CHURCH OF ENGLAND BOARDS.

PART II.—TABLE C.

Educational Districts.	Share of \$40,000.	To receive from Methodist Board.	To pay to Methodist Board.	Money to be drawn.
1 Moreton's Harbor ..	\$470 92			
2 Twillingate.....	667 19		\$526 71	\$140 48
3 Fogo.....	737 06		341 05	396 01
4 Bonavista Bay (N.)	858 92		97 28	761 64
5 Bonavista Bay (W.)	562 65			562 65
6 Bonavista Bay (S.)	420 53		280 00	140 53
7 Trinity Bay (E.) ...	247 73		20 00	227 73
8 Trinity Bay (N.) ...	887 44		228 88	658 56
9 Trinity Bay (W.)...	946 64		35 88	910 76
10 Trinity Bay (S.)....	149 86	137 40		287 26
11 Bay-de-Verds	111 46			111 46
12 Carbonear	252 00			252 00
13 Harbor Grace.....	1298 64		120 00	1178 64
14 Bay Roberts.....	631 71		233 83	397 88

EDUCATION.

DISTRIBUTION OF THE \$40,000, ACCORDING TO POPULATION, AND SETTLEMENT OF PROPERTY, ACCORDING TO THE ACT—CHURCH OF ENGLAND BOARDS.

PART II.—TABLE C.—(CONTINUED.)

Educational Districts.	Share of \$40,000.	To receive from Methodist Board.	To pay to Methodist Board	Money to be drawn.
15 Port-de-Grave	\$478 92	.....	\$110 00	\$368 92
16 Brigus	451 19	.....	320 00	131 19
17 St. John's.....	2175 96	\$11 68	.....	2126 51
18 Ferryland.....	46 15	.....	.....	46 15
19 Placentia Bay.....	360 26	.....	.....	360 26
20 Burin	224 00	.....	.....	224 00
21 Lamaline.....	189 60	.....	.....	189 60
22 Grand Bank.....	21 86	.....	.....	21 86
23 Harbor Briton.....	1170 90	.....	.....	1170 90
24 Burgeo.....	534 65	.....	.....	534 65
25 Lapoile	589 59	.....	.....	589 59

EDUCATION.

DISTRIBUTION OF THE \$40,000, ACCORDING TO POPULATION, AND SETTLEMENT OF PROPERTY, ACCORDING TO THE ACT--METHODIST BOARDS.

PART II.—TABLE C.

Educational Districts.	Share of \$40,000.	To receive from Church of Eng- land Board.	To pay to Church Board.	Money to be drawn.
1 Moreton's Harbor ..	\$778 91			
2 Twillingate	485 06	\$526 71	.....	\$1011 77
3 Fogo	354 93	341 05	.....	695 98
4 Bonavista Bay (N.)	374 39	97 28	.....	471 67
5 Banavista Bay (W.)	131 46	.....	.....	131 46
6 Bonavista Bay (S.)..	437 04	280 00	.....	717 04
7 Trinity Bay (E.)....	341 59	20 00	.....	361 59
8 Trinity Bay (N.) ...	348 00	228 88	.....	576 88
9 Trinity Bay (W.)...	105 06	35 88	.....	140 94
10 Trinity Bay (S.)	714 12	.....	137 40	576 72
11 Bay-de-Verds.....	1057 04	.....	.....	1057 04
12 Carbonear	964 78	.....	.....	964 78
13 Harbor Grace.....	304 00	120 00	.....	424 00
14 Bay Roberts.....	126 66	233 83	.....	360 49

EDUCATION.

DISTRIBUTION OF THE \$40,000, ACCORDING TO POPULATION, AND SETTLEMENT OF PROPERTY ACCORDING TO THE ACT—METHODIST BOARDS.

PART II.—TABLE C.—(CONTINUED.)

Educational Districts.	Share of \$40,000.	To receive from Church of England Board.	To pay to Church Board.	Money to be drawn.
15 Port-de-Grave.....	\$94 40	\$110 00	.....	\$204 40
16 Brigus	576 25	320 00	.....	896 25
17 St. John's.....	802 38	.....	11 68	790 70
18 Placentia Bay	63 73	.....	.....	65 73
19 Burin.....	449 60	.....	.....	449 60
20 Lamaline.....	1 07	.....	.....	1 07
21 Grand Bank.....	442 12	.....	.....	442 12
22 Harbor Briton	2 40	.....	.....	2 40
23 Burgeo.....	1 60	.....	.....	1 60
24 Lapoile.....	193 33	.....	.....	.....

OTHER DENOMINATIONS.

	Share of \$40,000.	To receive from Church of England	Money to be drawn
ST. JOHN'S.			
Free Kirk.....	112 24	30 57	152 81
Congragationalists.....	122 64	30 56	153 20
HARBOR GRACE.			
Free Kirk.....	55 45	.....	55 45
Congragationalists.....	3 46	.....	3 46

EDUCATION.

TABLE C.

RULES AND REGULATIONS RESPECTING THE EXPENDITURE OF THE SUM OF \$40,000, GRANTED BY THE LEGISLATURE FOR SCHOOL-HOUSES AND PROPERTY.

1.—That the above amount shall be expended only in discharging the appraised or agreed upon value of School premises payable to the minority, and for suitable School grounds, buildings, repairs, furniture, or apparatus; and each Educational Board shall be required to render to the Government a complete return, with necessary vouchers of the expenditure of its proportion of the said amount, on or before December 31st, 1876, or such time thereafter as may be directed.

2.—That sums payable by Boards as compensation for School premises, shall be deducted from their share by population of the said \$40,000, and shall be paid at once by the Receiver General to the order of the Chairmen of Boards entitled to receive the same; that one half of amounts otherwise due Boards from \$40,000 shall be paid in like manner at once by the Receiver General to their Chairman respectively, who shall furnish the Government with all needful explanations respecting the expenditure of the same; and that the other half of amounts due Boards from \$40,000 shall be reserved in the hands of the Receiver General for future expenditure, and paid from time to time as may be authorized by the Government.

3.—That Boards receiving a transfer of premises from any other Board for purchasing property, shall be held responsible for seeing that the parties making the transfer or sale, have full legal authority so to do.

4.—CAPACITY OF SCHOOL HOUSE.—That wherever a new school is required to be erected by a Board in any settlement, it shall provide accommodation for at least one quarter of the whole population of its denomination in such settlement, giving to each child seven square feet of area, or at least 150 cubic feet of air.

5.—CLOAK ROOM.—That a porch or room with hooks or pegs, regularly numbered, shall be provided for each school, and wherever the building will permit, there shall be two such rooms,—one for the use of the boys, and the other for the use of the girls.

EDUCATION.

6.—**VENTILATION.**—It shall be required that every school shall be duly ventilated, and where no better means are provided for this purpose, the windows shall be so constructed as to be opened from the top and the bottom.

7.—**OUT-HOUSES.**—It shall be required that separate and commodious out-houses be provided and kept in a cleanly condition for the use of scholars of different sexes.

8.—**SCHOOL SITE AND GROUNDS.**—That the school-houses shall be built in dry, healthy, central situations, and, wherever possible, with a southern aspect; and that wherever practicable, they shall be provided with ample school-grounds suitably fenced.

9.—That there shall be a platform in each school with desk and chair for the teacher, and desks shall be furnished for the scholars, to accommodate not more than four each, with seats having backs, and these so graduated in height as to suit children of different ages.

10.—That each school shall be furnished with ample black boards and maps.

11.—That plans in accordance with the above conditions shall be furnished to Boards making application for them through the Inspectors.

EDUCATION.

TABLE D.

RULES FOR THE APPOINTMENT AND SUPERVISION
OF PUPIL TEACHERS.

1.—That all candidates recommended by the Educational Boards, for the situation of pupil teacher, shall be required to appear before a Board of Examiners appointed by the Government for each denomination, who shall examine them in the subjects of the annexed Schedule A; and if approved, shall recommend them to the Government to be regularly indentured according to Schedule B.

2.—That the course of training may extend over two or three years, as the Board of Examiners shall determine; provided that nothing shall preclude the said Board from granting a certificate of the Third Class, if the pupil teacher be found qualified to obtain it, after one year.

3.—That the pupil teachers shall be required to pass a half-yearly examination before the Board, in subjects described in Schedule A, and that the masters of the schools in which they are being trained, shall submit a half-yearly report of their general progress and conduct; and should the examination of any pupil teacher, or the master's report, prove unsatisfactory, such pupil teacher shall be admonished or dismissed, as the Board may determine.

4.—That in the case of female pupil teachers the amount allowed for training shall be one-third less than that allowed for males.

5.—That the Board of Examiners shall be empowered to grant certificates of qualification of the 1st, 2nd, or 3rd class, to any teacher or candidate. In the case of pupil teachers, the examination shall be held in St. John's, while that of teachers already employed, shall be held at such time and place in the presence of the Inspector, as the Board shall determine.

EDUCATION.

SCHEDULE A.

SYLLABUS OF SUBJECTS FOR

	Health.	Character and Conduct.	Religious Instructions.		Reading.
			Church of England.	Methodist.	
For admission.	A certificate of good health from a Physician, Clergymann, or Magistrate.	Certificate of good character from the Chairman of Nominating Board.	The Catechism, with an explanation of its terms, and an outline of Old and New Testament History.	No. 1 Catechism, and an outline of Old and New Testament History.	To read a paragraph from a standard book, with moderate ease and expression.
First year.	Certificate from the Master that the health of the pupil teacher continues good.		The Church Catechism with scripture proof; Historical parts of Old Testament to the end of Joshua and Gospel of St. Matthew.	No. 2 Catechism, historical parts of Old Testament to the end of Joshua and Gospel of St. Matthew.	To read with fluency, ease, and expression, and be able to recite thirty lines from any standard poet.
Second year.	Same as above.		Catechism as in first year; Judges, I and II Samuel, and the Gospels of St. Luke and St. John.	No. 2 Catechism, Judges, I and II Samuel, Gospels of St. Luke and St. John.	To read with improved articulation and expression, and recite 40 consecutive lines.
Third year.	Same as above.		Catechism as above; I and II Kings; Review of the Gospels and Acts of the Apostle; Out lines of Church History.	No. 3 Catechism, I and II Kings; Review of Gospels and the Acts of the Apostles.	To read as above, and to recite sixty consecutive lines of poetry.

N. B.—MUSIC WHERE SUITABLE MEANS OF INSTRUCTION EXIST.

EDUCATION.

SCHEDULE A.

TRAINING PUPIL TEACHERS.

Writing.	Arithmetic, &c.	Grammar.	Geography.	History.	Teaching.
To write in a neat hand with correct spelling and punctuation, a short paragraph from a 1st class school book slowly dictated	To work a sum in any of the Compound Rules.	To point out the parts of speech in a simple sentence.	To have an Elementary knowledge of Geography, including definitions.	As far as the Norman Conquest.	
To write from dictation in a neat hand, with correct spelling a passage of simple prose.	To work a sum in Practice, Simple Proportion, Bills of Parcels, with some knowledge of mental Arithmetic.	The noun, verb, and adjective, with their relations, in a simple sentence.	The Western Hemisphere, particularly the British Colonies; maps to be drawn.	From A. D. 1066. to Henry VII, outlines of.	To teach a class to the satisfaction of the Inspector.
To write from memory the substance of a passage of simple prose.	To work a sum in Interest, Compound Proportion, Vulgar Fractions, with an increased knowledge of mental Arithmetic.	The pronoun, adverb, and preposition, with their relations, in a simple sentence.	The Eastern Hemisphere, particularly the British Isles.	From Henry VII to A. D. 1820, outlines of.	As above.
To write as above and be able to produce an original composition on some subject given by the Inspector.	Decimal Fractions, including Decimal Coinage of N.F., Algebra, as far as Simple Equations, Euclid Book I. Navigation.	The analysis of sentences.	Newfoundland and the Dominion of Canada.	From A. D. 1820 to present date, with review.	As above.

 EDUCATION.

 SCHEDULE B.

THIS AGREEMENT made at St. John's, in the Island of Newfoundland, this day of , in the year of Our Lord, one thousand eight hundred and , between as Inspector of schools, aforesaid, of the first part, of of the second part, and of of the third part.

Witnesseth that for the considerations hereinafter mentioned, the said parties of the second and third parts, jointly and severally covenant with the said party of the first part, that the said party of the second part shall become a pupil teacher, in order to receive a special course of instruction in the business of teaching in the Academy (or school) in St. John's, and shall continue as such pupil teacher for a term of one, two, or three years, or such portion thereof as shall be determined by the Board of Examiners appointed by the Governor in Council, to examine pupil teachers semi-annually, and to grant certificates of first, second, or third class to candidates, according to their merits respectively.

Secondly,—That the said party of the second part shall, during the aforesaid term, diligently apply himself to all the studies appointed him, and further observe all the regulations that are or may be adopted in connection with the said Academy or School for the government and training of pupil teachers.

Thirdly,—That the said party of the second part shall immediately upon the completion of the aforesaid term of training, serve as teacher in a public school of the denomination by which he has been nominated as a pupil teacher for a period of at least three years; or if his course of training shall have extended beyond two years, serve as teacher one and a half times as long as the term of training.

And the said as Inspector of schools on behalf of the Government, covenants with the said party of the second part: firstly, that there shall be paid quarterly, during the said term, towards the maintenance and training of the said party of the second part, as such pupil teacher, the sum of in accordance with the provisions of the law in existence for the time being relative to pupil teachers.

EDUCATION.

TABLE E. PROPOSED STANDARDS FOR

Subjects.		Reading.	Writing.	Arithmetic.	Grammar.	
First Grade.	Second Grade.	Standard. I.	To read in monosyllables.	To print letters or figures on slates.		
		II.	To read a paragraph from an elementary book.	To transcribe correctly a sentence on slates.	Simple addition and subtraction of numbers, and multiplication tables to 6 t. 12.	
		III.	To read with intelligence a short paragraph from a more advanced class book.	To write on slates from dictation a sentence correctly and neatly, and in copy books, small hand, capitals & figures.	To work a sum in any of the compound rules.	To point out nouns, in a passage read.
	Third Grade.	VI.	To read with expression a passage in poetry or prose selected by the Inspector.	To write from dictation a passage from an advanced school-book; copy-books to show improvement.	Practice, Bills of Parcels and Simple Proportion.	To point out nouns, verbs and adjectives, and tell their relations in a sentence.
		V.	To read with fluency and expression, and recite 20 lines of poetry.	To write from memory the substance of a story read out twice, spelling, grammar and bad writing to be considered.	Proportion and Vulgar Fractions.	Parsing of simple sentences.

EDUCATION.

THE GRADING OF SCHOOLS.

TABLE E.

Geography.	History.	Navigation.	Average attendance to qualify for grading.			Remarks.
						<p>1. It will be seen by reference to this Table that in grade Two, scholars are required to pass in Standard IV. and in all standards of Grade Three, and those in Grade One, in all the standards in the Table.</p> <p>2. The Inspectors hope to elevate the standards as education advances in the colony.</p>
Elementary.			15	30	45	
Western Hemisphere, particularly New found-land.	Introductory.					
Eastern Hemisphere, particularly the British Isles.	Outlines of English History.	Two thirds of those in average attendance will be required to pass in each standard to qualify for any grade.				

EDUCATION.

TABLE F.

RULES FOR THE GOVERNMENT OF SCHOOLS.

1.—All schools shall be opened and closed with prayer and singing according to a form provided by the Board.

2.—Half an hour shall be devoted daily to the reading of the Scriptures in the authorized version, immediately after the opening of the school in the morning.

3.—“No teacher shall impart to any children attending school any religious instruction which may be objected to by the parent or guardian of such child.”—Consol. Stat., c. 74, s. 11.

4.—Registers of admission and of daily attendance, approved of by the Governor in Council, shall be kept in every school and duly marked by the teacher both morning and afternoon. A diary or log-book, in which the teacher shall briefly enter the chief events of the day in relation to the school, is recommended as of considerable utility.

5.—Returns of admittance, attendance, fees, etc., shall be made to the Chairman of each Board at the end of each quarter by every teacher, according to a form provided for that purpose, and no teacher shall be entitled to his quarter's salary until he has complied with this requirement.

6.—Every school shall be kept five days in each week (Saturday being a holiday) during the following hours, viz. : from 9 A. M. to 12 A. M., and from 1.30 P. M. to 4 P. M., from April 1st to October 1st; and from 9.30 A. M. to 3 P. M., with an interval of half an hour, from 12.30 P. M. to 1 P. M., from October 1st to April 1st.

N. B.—The school hours may be otherwise distributed if local circumstances require.

7.—The work of the school shall proceed each day according to Time Tables approved of by the Board.

N. B.—Forms of Time Tables are annexed as suggesting what, with some changes, may be best for adoption.

EDUCATION.

8.—There shall be five weeks' holidays in the course of the year, viz.: three weeks at midsummer and two at Christmas; but the Board may arrange otherwise so as to give the whole of the holidays in summer where it is deemed desirable so to do. Ash Wednesday, Good Friday, Monday and Tuesday in Easter Week, Ascension Day, Monday and Tuesday in Whitsun Week, the Queen's birth day, and Public Thanksgiving day shall also be reckoned holidays. For Methodists' Schools,—Good Friday, Monday and Tuesday in Easter Week, the Queen's birth day, and Public Thanksgiving day shall also be reckoned holidays.

9.—Payment of school fees shall be made half-yearly—according to Education Act—strictly in advance:

Each child learning to read.....	2s 6d	per year
“ write and cipher.....	5s 0d	“
“ higher branches.....	7s 6d	“
“ navigation.....	17s 6d	“

And the Board will require the observance of the Law—“ That if the fees be not paid to the master, he may recover the same by action in a summary manner before a Justice of the Peace, either in his own name or in the name of the Board: Provided that nothing shall prevent the Board remitting fees or part thereof to such persons as are or may be unable to pay the same.”

10.—All teachers shall be regularly engaged according to the form annexed, and a notice, in writing, of three months shall be deemed necessary when the Board shall no longer require the services of a teacher, or when a teacher desires to resign his or her situation. But any teacher found guilty of immorality may be summarily dismissed by the Board without such notice.

11.—Each scholar shall be not less than four years of age, and shall attend school regularly and punctually, and shall be required to be clean and decently clad.

12.—Uniform text books, approved of by the Governor in Council, shall be adopted by the Board, for use in the several schools under its direction.

13.—Pens, ink and pencils, shall be furnished by the Board to the children in each school; but the parents or guardians of the children shall provide books, slates, copy books, &c.

EDUCATION.

N. B.—This regulation shall not prevent the Board from supplying the children of indigent parents or orphans with the above, free of charge.

14.—Parents or guardians shall be required to provide fuel, and meet necessary incidental expenses for cleaning.

15.—The Board shall either collectively or in part visit each school under its jurisdiction every quarter; but where any Board school is held at a distance from the residence of the Chairman or members of the Board, the Board may nominate any one or more persons residing near the school to visit and superintend the same each quarter, subject to the order of the Board.—Consol. Stat., c. 74, s. 12.

16.—It shall be the duty of the Board to inform the inhabitants of the district that “no grant shall be made for school houses unless the inhabitants of the locality, requiring the same, shall contribute an equal amount in money or in kind for that purpose.”—Consol. Stat., c. 74, s. 16.

17.—The teacher shall be required to read aloud these rules at least once a quarter in the presence of the pupils immediately after morning prayers.

 EDUCATION.

 TIME TABLE No. 1.

 FOR SCHOOL WITH TWO CLASSES.

 9.30—10.55.

Singing and Prayer	10 min.
Religious Instruction, }	20 "
Catechism, Friday, }	20 "
Calling Register	5 "
Reading, I class, }	20 "
Spelling, II class, }	20 "
Singing and Exercise	10 "
Arithmetic I, }	20 "
Number II, }	20 "

 Recess—10 minutes.—11.5—12.30.

Singing and Exercise.....	5 min.
Writing on Copy Book, I, }	20 "
Slates, II, }	20 "
Reading II, }	20 "
Spelling I, }	20 "
Reading I, }	20 "
Spelling II, }	20 "
Object Lessons.....	15 "
Singing.....	5 "

 Dinner Time.—1.0—3.0.

Singing and Calling Register.....	10 "
Reading II, Spelling I.....	20 "
Reading I, Spelling II.....	20 "
Arithmetic I, Number II.....	20 "
Recess.....	7 "
Singing	5 "
Geography, Monday, Tuesday, Friday, }	15 "
Catechism, Wednesday, }	15 "
Tables, Thursday, }	15 "
Closing.....	5 "

In varying this Form care should be taken not to make the several periods too long, as the above table is intended for very young children.

Object Lessons may profitably, and without much difficulty, be introduced on Animals, Plants, Metals, &c., &c., form, colour.

EDUCATION.

TIME TABLE No. 2, FOR A SCHOOL OF THREE CLASSES.

TIME.	MONDAY.			TUESDAY.			WEDNESDAY.			THURSDAY.		
	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.
9 00... 9 10.....	1	1	1	1	1	1	1	1	1	1	1	1
9 10... 9 40.....	2a	2a	2a	2b	2b	2b	2a	2a	2a	2b	2b	2b
9 40...10 10.....	3	3	3	3	3	3	3	3		3	3	3
10 10...10 18.....	Calling Register & Singing.											
10 18...10 40.....	5	4	5a	5	4	5a	5	4	5a	5	4	5a
10 40...11 00.....		5a	4		5a	4		5a	4		5a	4
11 00...11 10.....	Recess.											
11 10...11 40.....	4	5b	12	4	5b	12	4	5b	12	4	5b	12
11 40...11 58.....	6a	6a	5b	6a	6a	5b	6a	6a	5b	6a	6a	5b
11 58...12 00.....	Close with Singing.											
	Dinner.											
1 30... 1 38.....	Calling Register & Singing.											
1 38... 2 10.....	6	6	12	6	6	12	6	6	12	6	6	12
2 10... 2 40.....	12	5	4	12	5	4	12	5	4	12	5	4
2 40... 2 50.....	Recess.											
2 50... 3 20.....	8	12	5a	7	12	5a	8	12	5a	7	12	5a
3 20... 3 45.....	5b	4	4*	9	7	4*	2c	2c	2c	9	7	4*
3 45... 3 55.....	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b
3 55... 4 00.....	1	1	1	1	1	1	1	1	1	1	1	1

* A Monitor here. In other cases a Monitor may be introduced

EDUCATION.

MASTER OR MISTRESS AND ONE OCCASIONAL MONITOR.

FRIDAY.			Girls.		Time allowed for each Subject per week.		
I.	II.	III.			I.	II.	III.
1	1	1	Sewing, Knitting or Netting every afternoon for Girls when not in Classes.	1. Singing and Prayer.....	1 30	1 30	1 30
2bc	2bc	2bc		2. Religious knowledge.....	2 55	2 55	2 55
3	3	3		<i>a</i> Old Testament.....	1 00	1 00	1 00
				<i>b</i> New Testament.....	1 15	1 15	1 15
				<i>c</i> Catechism.....	0 40	0 40	0 40
5	4	5a		3. Home Lessons.....	2 30	2 30	2 30
	5a	4		4. Reading and Spelling....	2 30	2 40	5 50
4	5b	12		5. Writing on Copy Books..	3 30	2 30	
6a	6a	5b		<i>a</i> On Slates.....		1 40	4 20
				<i>b</i> Transcribing or Dic'tion	0 50	2 30	1 30
				6. Arithmetic---Slates or Black Board.....	2 40	2 40	
				<i>a</i> Mental.....	1 30	1 30	
				<i>b</i> . Tables.....	0 50	0 50	0 50
6	6	12		7. Geography.....	1 00	1 00	
12	5	4	8. Grammar.....	1 30			
			9. English History.....	0 50			
8	12	5a	10. Navigation.....				
5b	4	4*	11. Singing and Manuel Exercises---See remarks...				
6b	6b	6b	12. Preparing Lessons.....	2 30	2 30		
1	1	1	13. Sewing, Knitting, &c., for Girls.....				
with advantage.				14. Calling Register.....	0 60	0 60	0 60

EDUCATION.

TIME TABLE No. 3, FOR SCHOOL OF FOUR

				MORNING.	
CLASS.	I.	II.	III.	IV.	
9.0...9	Singing and Prayer.				
10...9.40	Religious Instruction—Catechism on Friday.				
10...10	Home Lessons.				
10...10.18	Calling Register and Singing.				
10.18...10.45	Writing Copy Books.	Arithmetic.— mental Monday and Wednesday.	Arithmetic.— mental Monday and Wednesday.	Reading with Monitor.	
10.45...10.55	Recess.				
10.55...11.25	Reading.	Writing Copy Books.	Reading with Monitor.	Writing on slates.	
11.25...11.55	Arithmetic— mental Monday and Wednesday.	Reading with Monitor.	Writing Copy Books.	Arithmetic.	
11.55...12	Dismissal.				

EDUCATION.

CLASS-MASTER AND ONE MONITOR.

Singing and Calling Register.				1.30...1	AFTERNOON.
Reading.	Arithmetic.	Grammar, Monday, Wednesday and Friday. Geography, Tuesday and Thursday.		40...2	
Arithmetic.	Writing Dictation.	Dictation.	Arithmetic.	10...2	
Recess.				45...2	
Writing Transcription.	Reading.	Arithmetic.	Dictation.	55...3	
Monday, Music. Tuesday and Thursday, Spelling. Wednesday, Catechism. Friday, Tables.		Tuesday and Thursday, Navigation. Wednesday, Catechism. Friday Tables. Monday, Music.		25...3	
Dismissal, Singing and Prayer.				55...4	
Sewing, Knitting, or Netting for Girls when not in classes.				GIRLS.	

EDUCATION.

REMARKS ON TIME TABLES.

1.—The Time Table should be written out by the teacher and mounted on a piece of board or card board, or placed in a frame, and hung where it can be easily seen. It should represent the exact working of the school.

2.—Forms 2 and 3 are constructed for the work of the summer months but may be easily adapted to that of the winter months; either by subtracting a few minutes from each period, or by taking away half an hour from the least important periods. Form 1 is constructed for the winter months, but may be adapted to the summer months by the introduction of an additional lesson or new subject, or by extending for a few minutes the principal periods.

3.—If additional subjects require to be introduced, this can easily be done according to Form 2.

4.—Care should be taken that the religious instruction should be imparted with due reverence. The teacher's manner and voice should show that he is engaged in a serious work, the character and importance of which distinguish it from other occupation. It is recommended that the subjects chosen from the Old Testament be the lives of noteworthy men, and those from the New Testament be from the Gospels and Acts of the Apostles.

5.—Apart from the advantage arising from the cultivation of a taste for music, the teacher will find the interest of his classes better sustained by the frequent introduction of singing and drill.

6.—In any variation found necessary in these Forms it is strongly recommended that great prominence be given to reading as being the channel through which knowledge is largely acquired.

7.—In forms 2 and 3, the first and second classes may profitably read two or three times a week from works on English History.

EDUCATION.FORM OF ENGAGEMENT OF TEACHER.

THIS AGREEMENT made this _____ day of _____ A.D.
 One Thousand Eight Hundred and Seventy- _____ between
 Chairman of the _____ BOARD
 OF EDUCATION, at _____ and

Witnesseth that the said _____ agrees to serve the said
 Chairman and Board as Teacher of _____ School
 under the said Board, according to all the Rules, Regulations and
 Bye-Laws now in existence, or which may hereafter be adopted by
 the said Board, in relation to its teachers and the government of its
 Schools, and further diligently apply himself to all the duties of a
 Teacher aforesaid; and in consideration of such services being well
 and faithfully performed to the satisfaction of the said Board, the
 said Chairman agrees, on behalf of the said Board, to pay to the
 the annual salary of £ _____ by equal Quarterly
 payments on the _____ day of _____ on the
 day of _____ on the _____ day of _____ and on
 the _____ day of _____ so long as he shall continue as
 such Teacher in such School.

And further it is hereby agreed between the said parties to these
 presents that this Agreement shall be subject to termination in ac-
 cordance with Rules, Regulations, and Bye-Laws of the said Board.

In witness whereof the said parties to these presents have hereunto
 set their Hands and Seals, on the Day and Year hereinbefore men-
 tioned,

A. B., *Teacher.*

C. D., *Chairman.*

Signed, Sealed, and Delivered, in presence of

F. G., *Witness.*

EDUCATION.

**REPORT UPON THE INSPECTION OF ROMAN CATHOLIC
SCHOOLS, FOR THE YEAR 1875.**

REMARKS UPON INSPECTION.

I visited during my inspection this year ninety of the Roman Catholic Schools. I found eighty of these in operation. Of the remaining ten there were three closed in consequence of the teachers taking their vacation, two from the illness of the teachers, two from the teachers resigning, and three were closed by the Chairmen.

About sixty of these schools might fairly be said to be working satisfactorily. The failure of the remaining twenty is probably fully as much due to the indifference and neglect of the parents of the children attending these schools, as to the neglect or incapacity of the teachers. As the latter cause of failure, however, is frequently pleaded by the parents in excuse for their own neglect, it certainly becomes the more necessary on the part of the several Chairmen, to see that the parents have as little just cause to complain of on this head as possible.

SUPPLY OF BOOKS.

This is a subject to which I have frequently called the attention of the Chairmen of the several Boards. I feel bound, however, on the present occasion to again refer to it. While I am happy to say that some Chairmen continue not only to purchase the necessary books for their schools, but also to see that they are supplied with them, there is, I am sorry to say, in some districts, a falling off in these matters; and the partial and insufficient supply in the remaining districts, of which I have had reason to complain, has in no way been improved.

A constant cause of complaint on the part of many of the Chairmen is the difficulty they experience in getting the parents to purchase the necessary books for their children. I believe this to be in many cases true. But I think if my repeated suggestions on this point were more generally carried out there would be probably less ground for this complaint than there is at present.

I have repeatedly urged the desirability of limiting the books the children should purchase to those they would be necessitated to take home with them, and furnishing the schools with the others, and thus making them the property of the schools in the same way as the desks,

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forms and maps are at present. The books the schools should be furnished with would be reading and cyphering books, and these once supplied would last for many years, as they would be in the hands of the pupils for only a small portion of the day, and the teacher should be held responsible for their safe keeping, the school room of course being furnished with a proper receptacle to keep these books in.

As this course would confine the books to be purchased for the pupils to a few in number and low in price, it might be made more obligatory on the parents to purchase them. Of course where the parents can afford to purchase all the books needed and would wish to do so, no objection could possibly be raised to their doing so. *But this should never interfere with the full supply of books to be kept in the school.*

In my first report (1858) I counseled the adoption of the very course I am now suggesting. In my remarks on this subject I say,—

“I do not think that it would be necessary for the pupils to purchase any books except those they would be compelled to bring home with them for the purpose of learning tasks out of them, and that the reading, arithmetical and mathematical books might be retained as the property of the school, and as these books would only be in the hands of the pupils during school hours they would last for a number of years.

This would limit the expenses on the part of the parents in providing their children with books to a small amount.”

And now, after the experience of seventeen years, I am the more fully convinced of the desirability of adopting this course, as I think it would materially add to the efficiency of our schools. I have found as a rule that in examining reading classes—especially the more advanced where the books used would be comparatively high in price—that not more than a half, and sometimes a third, would be provided with books, the other pupils being unable to purchase them.

Of course the books are handed from one to the other to enable the entire class to read, but the progress likely to be made by pupils so circumstanced in this branch of education must necessarily be very small.

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VACATIONS.

As will be seen by my Report, three of the schools I visited were closed in consequence of the teachers taking upon themselves the privilege of selecting the time to take their vacation. This is a proceeding that should never be permitted.

A certain time of the summer should be appointed by the Boards for that purpose, and then all the schools in the district should close and reopen at the one time. Each Board might select the time that would be considered the most convenient for their teachers to take their summer vacation, which would always of course be about mid-summer.

It would be necessary, however, that the Inspector should be informed as to the time and duration of the vacation in each district, so that he might so regulate his visitations that he would always be sure of seeing the schools in operation.

INCREASED GRANT.

Having been kindly furnished by the Financial Secretary with a detailed statement of the "Distribution of Catholic Education Monies per Consolidated Statutes and 37th Victoria according to the census of 1874," I took an early opportunity of supplying the Chairmen of the several districts with an account of the educational grant they were now entitled to receive, specifying the general and commercial grants as well as the grant for purchase of books, &c.

There has been a change made by the present Financial Secretary with respect to the grant for the purchase of books. It is now paid quarterly, same as the other educational grants. This is a great improvement on the former mode, which necessitated an application at the Financial Secretary's Office before a warrant would issue, and the consequence has been that some of the Chairmen have not drawn the amount they were entitled to for some years. In fact I was surprised to find the number of Chairmen that were under the impression that the grant was not an annual one, in consequence of not receiving it with the other school monies.

The increased grant that is now at the disposal of the Roman

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Catholic Boards will be used, I trust, to the full amount, if possible each year, in promoting and extending education in their several districts, and not allow large balances to accumulate to be carried over from one year to the other.

There are some districts where the hands of the Chairmen have been completely tied up from enterprising anything beyond some small repairs, in consequence of their funds being almost exhausted in the payment of their teachers.

In these districts the increased grant will be a welcome boon indeed.

Where the funds will admit—and this I presume will be the case now in many districts—the desirability of furnishing at least the principal schools with maps will not, I trust, be lost sight of.

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STATISTICS.

Number of School Returns furnished.	Number of Pupils on books.	Average daily attendance.	Reading.		Writing.
			As far as Easy Lessons.	With Ease.	On Slates.
109	5,529	3,021	4,271	1,258	1,477

These figures show a decrease, with one exception, on all these items as compared with those furnished last year. But then the number of school returns furnished this year is less than those of the previous year by seven. If these seven had been supplied the figures of last year would be fully sustained, if not exceeded.

The exception referred to is in mathematics, which shows an increase of two.

The relative ages of the 5,529 registered pupils are: 1,484 under seven years of age, 2,787 between seven and twelve, and 1,258 over twelve.

The boys number 3,393 and the girls 2,136.

The fees collected this year amounted to £113 17s. 11d., being an increase on last year's fees of £14 18s. 6d., with a less number of school returns furnished.

I have been furnished by the teachers of ninety-six schools with the number of days their schools were in operation.

The figures given by the teachers would show an average of 242 days for each school.

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STATISTICS.

Writing.		Cyphering.		Geography.	Grammar.	Mathematics.
On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
1,752	564	1,956	635	630	546	61

The largest number of days that any school was open was 290 and the smallest 130 during the past year.

In presenting my Report I cannot help expressing my regret that so large a number of school and financial returns have not been furnished this year.

M. J. KELLY,
R. C. I. Schools,

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REPORT.

DISTRICT OF FOGO.

The school at Tilton Harbor I found working very satisfactorily. The register showed the attendance for the past two years to be very regular, the average being over sixty. The children were well supplied with books, and a large stock was in the hands of the teacher.

The children present were very young, the eldest not more than ten or eleven years, yet their spelling, reading and writing were very good. In geography, grammar, and writing from dictation they also acquitted themselves very fairly. Present forty-two, a large number being absent from sickness.

There are twenty-five children attending the Joe Batts Arm school, and for their ages they were fairly advanced. Their spelling, reading and writing, &c., were very good for so young children. The present teacher appears to be performing her work faithfully. School fairly supplied with books.

The present site of the school-house is objected to by some of the inhabitants in consequence of the distance their children have to travel to attend it. But the difficulty would be to find a site that would not be fairly open to that objection on the part of some portion of the inhabitants. It would need two schools to meet the difficulty; but the Board may not think itself justified in establishing a second school in view of the claims of other localities.

The school-house at Fogo requires some repairs, especially with respect to the roof, which is much too low. These improvements the Chairman intends shortly to carry out. There appears to be no change in the school since last reported. The attendance is small and the school elementary.

DISTRICTS OF BONAVISTA AND TRINITY.

The school at Catalina I found in charge of a male teacher who appeared to be discharging his duties very faithfully. The attendance has improved very much since he has taken charge. The house is in

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good repair and the room well supplied with desks and forms; but the supply of books was very poor and those the children had were so dissimilar that it necessitated the formation of a larger number of classes than would otherwise be needed. Under these disadvantages the children acquitted themselves very fairly in spelling and reading, and their writing was very good.

The Ragged Harbor and Bonavista schools were closed in consequence of the teachers taking their vacation at that early season of the year (June). As I intend calling the attention of the Chairmen of the several Boards to this matter of vacations in another part of my Report, I need not make any further remarks at present.

The attendance to the Commercial School at King's Cove for the past year was not so good as it should have been. Present twenty-six. First class absent. A second and third class spelled and read correctly, and in cyphering, tables, &c., were also fairly proficient. The writing did not show so favorably in consequence of the absent and more advanced pupils being allowed to take their copy-books home—a practice that I have frequently condemned. The school is well supplied with books, but needs to be furnished with maps.

The school at Knight's Cove continues to be well conducted and also fairly attended; present twenty-seven. Spelling, reading, tables, &c., good; boys and girls of thirteen or fourteen years cyphering as far as Barter and Fellowship. School well supplied with books. Roof of house requires tarring.

The attendance to the school at St. Croix is very irregular. Those I found attending were fairly advanced in cyphering, the spelling, reading and tables being fair.

The writing was very good, and I was sorry to see, as on my former visit, so many of the children writing on slates who were quite capable of writing on paper, but had no copy-books.

The house needs painting, and the funnel of the stove requires to be secured, so as to prevent a recurrence of the danger of the house being burned from the roof taking fire, which it did last year, this being, I believe, the third time of such an occurrence.

The school at Red Cliff Island has not improved since last reported.

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The children are very backward, and the attendance very poor, the average for the year being only twelve. The house requires painting and the roof tarring.

The Plate Cove and Trinity schools were closed ; the former in consequence of the teacher having resigned, and the latter from the teacher taking his vacation at the time I visited that settlement.

The school at Hayward's Cove, Cotterell's Island, was not visited ; but I received from the teacher, whom I met at King's Cove, the necessary statistics. The school-house is a new erection, and at that time not quite completed.

There are forty children on the register, of whom twenty-five attend daily ; eight are writing on paper, and twenty cyphering in elementary rules.

DISTRICT OF BAY-DE-VERDS.

The Commercial School at Bay-de-Verds was closed in consequence of the death of a near relative of the teacher. I was enabled to visit the school-room and examine the register, copy and entering books ; the former showed a very good attendance for the past year. From the two latter I saw that a fair per centage of the pupils were cyphering in advanced rules, and that the writing in general was a fair average. The house requires some repairs.

There is a very small attendance to the school at Low Point ; the number on register being but eleven. All of these, however, attend daily, and they appear to be receiving a careful tuition. The writing was very good for children so young : their spelling and reading being fair. The house needs repairing, and the room badly requires to have a stove supplied.

I found only a few small children attending school at Job's Cove. In fact the attendance during the entire summer is always very small. Children poorly supplied with books, and teacher stated he could not get the parents to provide them with these necessaries. Only two copies to exhibit of the absent pupils. Cyphering in Practice the most advanced. The house needs painting and the roof tarring.

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The school-house at Northern Bay is in very good repair. The attendance, especially during the summer, is very poor, and the supply of books insufficient. The teacher made the same complaint with respect to this want as given in former school. Present fifteen; spelling, reading and writing fair; deficient in tables.

The school at Western Bay was closed in consequence of the illness of the teacher.

DISTRICT OF CARBONEAR.

There were but nine pupils attending the Broad Cove school. A female had temporary charge during the portion of the summer permitted the teacher for the purpose of fishing; very little seemed to be doing.

The attendance to the Crocker's Cove school is pretty good and regular; present thirty-two; cyphering in elementary rules; writing fair; spelling, reading, and tables very poor.

The examination of the pupils I found attending Mr. Mackey's school, Carbonear, was quite satisfactory. The very large number of copy and entering books so carefully kept and always ready for inspection, is not only creditable to Mr. Mackey, but is also a practice that, if more generally followed, would be a very great advantage to the Inspector, in helping him to form a correct opinion of the character of a school in the absence, probably, of a large number of the advanced pupils.

The writing in general showed a progressive and I might add rapid improvement. Pronunciation appeared to be carefully attended to in the reading classes and in the more advanced style, and expression was also inculcated.

Present fifty-two, which happened to be on that day much less than the usual daily attendance at the time of my inspection. The average for the year is fifty-five.

The inspection of the school South Side took place much earlier in the season than the before mentioned school, and when the attendance was small, only thirty being present, who were all in elementary rules. The writing in the copies produced was certainly very indifferent. Absent pupils said to be cyphering in Barter and other advanced rules; but there were no entering books to show.

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DISTRICT OF HARBOR GRACE.

There does not appear to be any change in the Musquito school as to attendance or attainments since last reported. A fair per centage of pupils are writing on paper and cyphering in advanced rules.

The St. Patrick's school is now working very satisfactorily under the management of Mr. Scully, who, while in charge of the Commercial School, Riverhead, proved himself a successful teacher. I regret that my visit to the school was a somewhat hurried one, and did not permit of my seeing the entire working of the school.

I was glad to find, however, the attendance so good ; the copy and entering books were satisfactory.

The Commercial School, Riverhead, was inspected early in the season, and at that time the attendance was small and chiefly young children, some of whom, however, spelled and read fairly. I was unable to see the writing of the absent pupils in consequence of their being permitted to take their copy-books home with them when leaving for the fishery.

The two small schools at Riverhead, conducted by females, have a daily attendance of thirty-five, and are giving, I am satisfied, a fair return for the small amount paid to the teachers.

The school at Feather Point and the Upper Island Cove school seem to be performing their functions with a moderate degree of success.

DISTRICT OF BRIGUS.

The school at Bay Roberts fully sustains its good character. The forty-one children present at inspection acquitted themselves in the classes examined in the same creditable manner that has always characterized the inspections of this school.

The school at Northern Gut has in no particular changed since last reported ; the children I found attending were, for their ages, fairly instructed. There were none of the pupils writing on paper, solely from the want of copy books ; their writing on slates was very fair ; present fifteen.

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The attendance to the Goulds-road school is irregular; this is caused chiefly from the fact of its being placed among a rural population, where some of the pupils reside a considerable distance from the school. Those whose attendance was at all regular were fairly instructed and advanced.

Three of the pupils had gone through the entire course of arithmetic; present thirteen.

The Cupids school did not show the improvement I expected from the tuition of its present teacher; the more advanced pupils, I am aware, were absent at the fishery, but there was very little to show for them in the way of copy or entering books; present seventeen, chiefly very young children.

The pupils at present attending the Brigus school are for the most part very young. They were for their ages fairly advanced; present twenty.

The results obtained at the Turk's Gut school the past year are of the same moderately successful character as stated in previous reports of this school.

The entering and copy-books were, as usual, well kept. Cyphering as far as Proportion; present fourteen.

DISTRICT OF HARBOR MAIN.

The School at Colliers has a poor attendance, with the exception of about three months of the twelve, when the attendance is very good. The progress making is very moderate.

The Conception Harbor school has a much better attendance, and also shows more satisfactory results. A fair per centage of the pupils were well advanced, and acquitted themselves fairly in class.

The school-house has been very much improved. The school is also well provided with all the needed requisites.

There is no improvement in the Salmon Cove school. In fact I have found on my two last inspections a lessening of the attendance and a very considerable lowering of the attainments of the pupils attending. At present it is quite inoperative as a school.

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The Harbor Main school appears to be working fairly. A fair percentage of pupils are cyphering in advanced rules, and the spelling, reading, writing, &c., were moderately good.

The school north side of Holyrood seems to be fairly conducted. The children, though not far advanced, were fairly instructed, and their writing was very good for young children.

The school at Holyrood is still below what it ought to be with respect to attendance and attainments.

The school south side of Holyrood appears to be well conducted. The pupils were evidently receiving a careful tuition and were making good progress. The attendance also is very good.

The Chapel's Cove and Bacon Cove schools are also working very fairly.

DISTRICT OF ST. JOHN'S.

The children I found attending the Portugal Cove school were very young and were merely spelling. The writing of the absent pupils was tolerably good; cyphering as far as Barter. Attendance during summer very regular. Teacher complained of a great deficiency of books. Present thirty.

I found a larger attendance (seventeen) at the Coady's Well school than on any two previous visits. The school is still very elementary. Room requires a stove.

The progress that I expected to be made in the Torbay school from the tuition of its present teacher, has not taken place; certainly not to the extent that I anticipated. Cyphering as far as Proportion; writing pretty good; spelling and reading not satisfactory; tables fair. Present thirty-one. First class said to be absent.

There were twenty-six attending the Flatrock school, who seemed to be making a very moderate progress; spelling and tables fair; reading very indifferent; writing in general poor. A few pupils well advanced in arithmetic. School-house needs very much to be repaired, and a stove supplied to the school-room.

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The school at Pouch Cove appears to be well conducted. A large number of pupils writing on paper ; writing in general good ; copy and entering books well kept ; cyphering as far as Barter ; spelling and tables very good ; reading moderately so. Present thirty.

The attendance to the Ballyhealy school has improved ; the daily average being about forty-five. This increase has taken place since the present teacher has taken charge. Pupils cyphering in elementary rules ; those writing being all beginners. The first and second class spelled and read fairly. Teacher stated that the children were very backward when she took charge.

In the Quidividi school thirty-three pupils were present, which was less than the daily average. The school continues to merit the favorable reports given of it on previous inspections.

There is no alteration in the two schools at the Orphan Asylum since last year's report. The attendance is still small ; the largest daily attendance in the upper school, for any month of the year, being forty-eight.

The attendance to the school, Riverhead, has been very good the past year. Present fifty-five, which was less than the average. A large number writing on paper and cyphering ; a fair per centage in advanced rules ; entering and copy-books well kept ; tables, spelling, reading, grammar and geography quite satisfactory.

I found only twelve attending the Brookfield school, and the register showed a very small attendance for the past twelve months, caused chiefly, the teacher stated, by the prevalence of sickness among the children of that neighborhood.

The few copy and entering books shown of the absent pupils were scarcely an average success. Teacher complained of the very poor supply of books.

I called twice at the Kilbride school, but it was closed on both occasions.

The twenty children present at the Goulds' school were all very young. Their tuition, however, must have been carefully attended to as they read

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and spelled very correctly, and their writing was also very good ; cyphering as far as practice ; poorly supplied with books.

The Petty Harbor school seems to be well conducted. A large number writing on paper and cyphering in advanced rules, some having gone through the entire course. Writing in general good ; pupils acquitted themselves very fairly in the classes examined.

School requires to be furnished with maps.

The girls' school was closed in consequence of the illness of the teacher.

DISTRICT OF BAY BULLS.

The boys' school at Bay Bulls is at present very well conducted, and secures a good attendance. Discipline and classification appeared to be well attended to. There were five classes of reading, in which branch the pupils evinced a careful tuition. Their writing, spelling, grammar, geography and book-keeping being also very satisfactory.

The female school was also working satisfactorily. This school has had the advantage of good teachers those years back, and I always found the pupils generally well instructed. The examination showed that it still sustained its good character.

Of the twenty present at the Witless Bay school, only three were capable of reading, which they did very indifferently. Spelling and tables being also poor. Teacher stated—as he did on former visits—that the older and more advanced pupils were absent.

There were, however, but few copies to show for them, and no entering books whatever.

The Mobile school has not changed in character since last reported ; it is still elementary. The seventeen pupils I found attending were very young, and only commencing to spell. The writing of the absent pupils was pretty good. The house needs some repairs.

The school at Toad's Cove seems to have fallen back since last re-

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ported; eighteen of the twenty-one I found attending were in the alphabet and words of one syllable; and eight were without any books whatever.

The writing in the few copies shown of the absent pupils was tolerably good, and their sums were also correctly entered.

The Caplin Cove school appears to be making better progress. The teacher, an old man, seems desirous of doing his best. The spelling, reading, tables and writing of pupils were moderately good.

Book-keeping and the elements of grammar and geography were also taught; present twenty-five.

This house requires painting and repairing and the roof tarring.

DISTRICT OF FERRYLAND.

The school at Brigus I found in charge of a Miss Grace, under whose management it had been placed a short time previous to my visit. The number of pupils attending was far larger than at any of my former visits, and they were evidently advancing under the painstaking tuition of their teacher.

Miss Grace is not only thoroughly competent to have charge of a school, but appears also to have that much-needed qualification of earnestness in the discharge of her duties; present thirty-seven; a supply of books needed.

The boys' school at Cape Broyle continues to be fairly conducted. The examination was satisfactory with the exception of writing. There were very few copies exhibited for inspection and the writing in these was very poor. Some pieces were recited by the elder pupils.

The female school was closed, as the results of the late teacher's tuition were not considered satisfactory. The chairman intends to secure, as soon as he can, the services of a more competent teacher.

The school at Caplin Bay seems to be giving a fair return for the very small sum the board can afford for its support. The children I found attending, though not more than from eight to ten years of age, were fairly advanced and their writing was very creditable.

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The attendance to the commercial school at Ferryland is small, and the attainments low for such a school; spelling and reading fair; geography, grammar and writing very poor; present seventeen.

The school at Aquaforte was closed in consequence of the illness of the teacher.

DISTRICT OF FERMEUSE.

The school at Fermeuse is quite elementary, though probably making a fair return for the small amount expended in its support (£16). The spelling and reading were poor, but the writing was very fair for such young children; present twenty-five.

The school-house at Kingsman's Cove has been much improved, and the room supplied with desks and forms since last reported. Fair progress seemed to be making. The spelling, reading and writing, &c., of the pupils were tolerably good.

The school-house at south side of Renew's is not quite completed, and the funnel of the stove needs to be better secured. The thirty children present were all very young, but appeared to be receiving a careful tuition, as their spelling, reading and writing were very good for children of their age.

There did not appear to be much doing in the boys' school, north side of Renew's. The few children I found attending were not further advanced than spelling. A female had temporary charge of it until the services of a competent male teacher could be secured.

In the female school the thirty-five girls assembled were, for their ages, fairly instructed in elementary branches, and their writing was tolerably good.

The Chairmen of these two last reported districts have been very much hampered in their school operations in consequence of the smallness of their grant.

The whole amount is expended, or nearly so, in teachers' salaries, when all their schools are in operation, leaving nothing for the erection or improvement of school-houses so much needed. The average amount of the salaries paid to their female teachers is also much below that of any other

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district, being not more than £17 in the district of Ferryland and not quite £15 in the district of Fermeuse.

The increased grant, however, to which they are now entitled—a detailed statement of which I furnished both these Revd. Gentlemen—will enable them I trust to alter all these matters for the better.

DISTRICT OF TREPASSEY.

The teacher of the school at Daniel's Point had resigned her position a short time previous to my visit. I had the pupils assembled for examination, and for young children they certainly acquitted themselves most creditably in the several classes, but more especially in grammar.

The teacher must have discharged her duties very faithfully. School house not quite finished.

The teacher of the other school at Trepassey left in the steamer by which I arrived there, so I was compelled to have the pupils of this school also assembled and forty attended. I regret to say the examination on this occasion was not at all satisfactory. The pupils were deficient in every thing they were learning. Long division—the most advanced in cyphering; the writing in a few of the copies was very good.

There are only eleven registered pupils at the Portugal Cove school; all of whom, however, attend daily. The school is quite elementary; two writing on paper and cyphering in elementary rules.

School-house not quite completed.

DISTRICT OF ST. MARY'S.

The school-house at Holyrood is in a miserable state of repair, not fit to have a school held in it. The children were also very poorly supplied with books, &c., &c. Under these disadvantages the pupils acquitted themselves very fairly. Present seventeen.

The school at Gasker's continues to be well conducted. The copy-books showed a progressive improvement in the writing and spelling; reading and tables, &c., were also very good.

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The room needs a second flooring. The supply of books is also deficient ; present twenty-two.

There is very little alteration in the St. Mary's school since last reported. The attendance continues to be small and the attainments low.

The school at Riverhead has a good attendance, and good progress seems to be making. Spelling, reading, tables and writing were very good. The house requires a porch and the room a second flooring. A supply of books needed. Present thirty.

The two schools at Salmonier were not visited.

DISTRICT OF GREAT PLACENTIA.

The examination of pupils at the Commercial School, Great Placentia, was quite satisfactory; though the absence of the first class was necessarily a disadvantage.

Pupils appeared to be making fair progress in their studies.

The attendance has decreased since last reported.

Some improvements have been effected in the school-room, Northeast Arm. The school continues to be well conducted, and the progress making very creditable. The pupils spelled, read and wrote from dictation very correctly. Tables, cyphering, writing, geography and grammar being also good.

The room is furnished with two maps—one of them was purchased by the pupils—and also well provided with books, &c.; present thirty-five.

The school-house, Southeast Arm, is still unfinished, and the room needs to be furnished with desks and forms; pupils well supplied with books; good progress making. Spelling, reading, tables and writing from dictation very good; writing and grammar fair; present thirty.

The school-room at Point Verd has been enlarged, but is still unfinished ; pupils well supplied with books. The school continues to merit the good report given of it last year.

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RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Fortune Harbor	Miss Carrol.....	£25 0 0	
Do. (Female).....	Miss Maher	25 0 0	£0 9 6
Tilt Cove	Miss Doyle.....		4 0 0
Fogo.....	James Shea.....	25 0 0	0 5 0
Joe Batt's Arm	Miss O'Connor.....	23 0 0	2 8 0
Tilton Harbor	Joseph Cahill	45 0 0	12 3 4
Bonavista.....	Miss Gould	25 0 0	0 17 6
Catalina	John Moore.....	40 0 0	5 0 0
Ragged Harbor.....	Miss Lyons	23 0 0	4 0 0
St. Croix.....	Philip Mathew	25 0 0	0 6 6
Red Cliff Island	Miss McGrath.....	20 0 0	
Plate Cove	Not in operation.		
Hayward's Cove.....	Miss Ryan	20 0 0	0 15 0
Knight's Cove.....	Michael Flinn	20 0 0	3 18 8

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SCHOOLS FOR THE YEAR 1875.

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 Les- sons.	With ease.	On Slates.	On paper.	From dictation.	Elementary Rules.	Advanced Rules.			
9	6	15	15	6	7	2	11	4	1	6	2	1				
.....	30	30	19	7	14	9	24	6	3	7	2	1				
6	13	19	18	5	12	2	13	6	8	8	3	3	.....	5	4	
21	14	35	18	10	22	3	35	...	15	9	...	17				
28	30	58	38	7	37	14	54	4	18	13	4	5	1	4	4	
61	48	109	64	20	59	30	59	50	28	66	33	29	13	27	27	
12	18	30	20	11	9	10	20	10	7	9	3	11	3	4	4	
61	39	100	35	40	45	15	70	30	25	25	10	25	14	2	1	1
21	23	44	28	12	14	18	24	20	18	11	7	17	.....	4		
25	32	57	23	21	27	9	48	9	10	14	3	16	4			
20	15	35	12	17	14	4	35	...	6	9	...	8	4			
20	20	40	25	10	15	15	40	...	10	8	...	15	5			
16	35	51	20	10	30	11	39	12	9	19	8	16	8	2	2	

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Trinity	Patrick Eagan	£30 0 0	£1 15 0
Turk's Cove.....	Miss Carbery.....	20 0 0	.....
Low Point	Miss Murphy	20 0 0	.....
Job's Cove.....	Wm. Broderick.....	25 0 0	.....
Northern Bay	Joseph Collins	30 0 0	0 15 0
Western Bay	Richard Fitzgerald ...	25 0 0	.....
Broad Cove.....	John Molloy	25 0 0	.....
Crocker's Cove.....	Miss Bransfield.....	25 0 0	0 7 6
Carbonear	Lawrence Mackey	90 0 0	6 0 0
Do. (South Side).....	John O'Keefe	60 0 0	6 12 0
Mosquito	Miss Meaney.....	25 0 0	0 19 0
Harbor Grace.....	Michael Scully.....	60 0 0	6 0 0
Do. (Riverhead)	Miss Kelly.....	16 0 0	.....
Do. (Riverhead)	Mrs. Stapleton.....	16 0 0	.....

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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 Les- sons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
17	14	31	13	6	17	8	23	8	9	12	...	17	4			
9	12	21	13	8	7	6	17	4	4	7	...	11	4			
6	5	11	11	5	2	4	11	...	3	7	...	6	2			
17	22	39	20	8	23	8	27	12	5	10	...	8	2			
32	31	63	21	10	35	18	47	16	22	19	22	32	7	5	4	
18	14	32	20	8	16	8	24	8	...	8	...	12	7			
35	24	59	26	15	30	14	48	11	11	28	...	28	4			
22	30	52	24	10	31	11	41	11	12	11	...	18				
145	.....	145	65	25	80	40	100	45	30	80	25	50	35	35	19	6
110	.....	110	34	30	49	31	80	30	19	58	...	48	19	35	7	10
13	22	35	19	11	20	4	26	9	10	17	...	10	6	4	4	
120	.....	120	54	6	80	34	90	30	20	60	20	45	20	40	30	20
.....	22	22	15	6	12	4	18	4	8	6	...	12				
8	32	40	20	18	14	8	34	6	12	8	...	14				

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Feather Point.....	Miss McCarthy.....	£12 0 0	.....
Upper Island Cove	Wm. Kiljoy	30 0 0	.....
Spaniard's Bay.....	John Lynch	30 0 0	£1 17 6
Bay Roberts.....	John Keefe	30 0 0	4 0 0
Northern Gut.....	Edward Kenny.....	30 0 0	.....
Cupids	Thomas Hennessey ..	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	Miss Penney.....	25 0 0	.....
Salmon Cove	James Woodford.....	35 0 0	1 5 0
Conception Harbor	William Kennedy.....	35 0 0	3 7 5
Harbor Main.....	Edward Murray.....	50 0 0	1 10 0

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
11	6	17	15	5	10	2	14	3	5	3	...	8	1	.....	3	
14	12	26	18	6	14	6	20	6	5	1	...	10	4	.....	
26	23	49	12	10	23	16	38	11	...	16	2	5	3	2	2	
60	50	110	46	9	65	36	61	49	17	50	14	47	40	13	15	
23	17	40	23	12	25	3	30	10	15	...	...	2	3	.....	
39	27	66	18	11	28	27	46	20	12	10	5	16	5	.....	1	
25	23	48	20	14	20	14	36	12	9	17	15	32	12	10	3	3
40	.....	40	23	10	24	6	26	14	10	16	14	17	5	4	9	1
28	22	50	20	14	27	9	36	14	11	14	7	18	1	3	4	
44	32	76	37	30	40	6	66	10	20	15	...	20	6	2	2	
18	13	31	17	8	18	5	27	4	16	1	...	4	.....	8		
43	22	65	38	23	42	...	65	...	17	11	...	21	5	.....	
115	.....	115	70	60	40	15	90	25	70	35	15	75	25	20	20	2
70	.....	70	38	26	34	10	60	10	16	35	5	38	10	20	8	

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Chapel's Cove.....	Miss Sullivan.....	£25 0 0.....	
Holyrood	Roger Kennedy	35 0 0.....	
Do. (South Side)....	Miss Joy.....	25 0 0.....	0 13 0
Do. (North Side)....	Miss Cunningham	25 0 0.....	
Kelligrews.....	} No returns.		
Topsail.....			
Topsail Road	Miss O'Niel	25 0 0.....	
Brookfield	John Hacket.....	35 0 0.....	0 15 0
Kilbride	Miss Keating.....	25 0 0.....	
Goulds	Miss Barter.....	25 0 0.....	
Petty Harbor.....	Edward Norris.....	50 0 0.....	4 0 0
Blackhead.....	Mrs. Dooling.....	25 0 0.....	
Freshwater	Mrs. Norris.....	23 0 0.....	
Orphan Asylum	No return.		

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading As far as easy Les- sons.	Writing With ease.	Writing			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 and 12	Over 12 years.			On Slates.	On paper.	From dictation.	Elementary Rules.	Advanced Rules.			
40	30	70	26	42	24	4	60	10	12	10	4	16	8	6	2	
30	20	50	25	15	29	6	43	7	25	10	...	7	3			
30	34	64	48	14	39	11	59	5	20	12	12	11	4	12	12	
23	22	45	22	20	22	3	45	...	15	12	...	18	1	2	2	
9	15	24	17	7	13	4	18	6	3	6	...	8	6	3	4	
25	21	46	15	14	21	11	31	15	8	18	...	10	6	5	5	
26	24	50	19	12	24	14	34	16	16	14	6	20	2	.....	4	
18	11	29	18	6	8	15	18	11	5	7	...	12				
50	.....	50	29	12	20	18	30	20	10	20	8	22	16	8	8	3
18	19	37	23	10	15	12	27	10	...	11	...	15	3			
12	11	23	17	10	11	2	16	7	7	6	...	8	3			

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Orphan Asylum L. School	No return.		
Riverhead	Thomas Foster	£60 0 0	.....
Freshwater Road.....	John Roche	40 0 0	£2 10 0
Quidividi	Miss Roche.....	40 0 0	3 0 0
Ballyhealy.....	Miss St. George	25 0 0	.....
Logy Bay.....	Miss King	25 0 0	.....
Outer Cove.....	Richard Cuddihy.....	35 0 0	.....
Torbay	John Grace.....	30 0 0	3 0 0
Flatrock.....	Anthony Phelan.....	40 0 0	.....
Pouch Cove	Richard Grace.....	30 0 0	4 0 0
Coady's Well.....	John Gladney	30 0 0	.....
Portugal Cove	Francis Grace	40 0 0	.....
Belle Isle.....	William Harney	30 0 0	.....
Bay Bulls.....	Gerald Whelan	50 0 0	5 0 0

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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.	With ease.	On Slates.	On paper.	From dictation.	Elementary Rules.	Advanced Rules.			
100	.....	100	70	20	60	20	80	20	15	40	10	23	20	15	15	5
23	20	43	18	14	19	10	32	11	...	10	...	24	14	1	1	
29	50	79	46	21	39	19	48	31	27	21	14	37	12	.....	12	
27	27	54	34	12	23	19	31	23	25	15	10	30	8	10	10	
32	20	52	22	8	26	18	46	6	11	21	6	27	4	4	4	
20	16	36	20	5	26	5	26	10	5	15	.....	5				
102	.....	102	38	28	50	24	80	22	28	44	...	50	4	6		
52	23	75	29	15	22	38	60	15	19	23	...	30	3			
37	31	68	34	25	24	19	49	19	30	19	...	30	9	9		
14	11	25	14	6	16	3	22	3	5	4	6	4	1			
29	30	59	25	31	28	...	42	17	25	21	...	47	9	4	4	
23	19	42	22	13	18	11	30	12	9	11	5	7	3	2	1	
66	.....	66	39	7	37	22	40	26	13	45	17	35	23	37	20	5

EDUCATION.

 RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Bay Bulls (Female).....	Miss Mullooney	£30 0 0	1 10 0
Witless Bay	James Shanahan	40 0 0	.....
Mobile	Miss Coonan.....	25 0 0	.....
Caplin Cove.....	James Whelan.....	25 0 0	.....
Toad's Cove	Thomas Cunningham.	30 0 0	0 4 0
Brigus South	Miss Grace	25 0 0	.....
Admiral's Cove.....	Closed.		
Caplin Bay.....	Miss Meaney	15 0 0	.....
Cape Broyle.....	Cornelius Hartery	35 0 0	.....
Do. (Female).....	Miss Kelly.....	16 0 0	.....
Aquaforte	No return.		
Kingsman's Cove.....	Miss Coady.....	12 0 0	.....
Fermeuse.....	Miss Deacon	16 0 0	0 5 0
Renews.....	Miss Jackman	12 0 0	.....

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
.....	49	49	32	15	19	15	32	17	10	25	10	18	7	20	20	
36	.....	36	26	16	8	12	29	7	9	11	...	10	5			
18	21	39	25	20	19	...	36	3	12	9	...	11	2			
19	19	38	25	5	19	14	30	8	7	15	...	17	6	4	4	
30	30	60	40	8	32	20	60	...	12	20	...	12	12			
20	22	42	40	7	27	8	35	7	6	6	...	12	2	5	5	
21	21	42	22	9	27	6	37	5	6	12	...	9	5			
45	.....	45	19	12	26	7	31	14	2	23	...	20	12	8	8	
.....	33	33	17	15	15	3	33	...	7	5	...	6				
20	38	58	35	12	31	15	52	6	15	6	...	13				
39	.....	39	25	12	15	12	30	9	8	6	...	10				
60	.....	60	35	20	15	25	60	...	12	15	...	9	3			

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Renews (Female, N Side) ..	Mrs. Johnson.....	£20 0 0	£1 0 0
Do. (S. Side).....	Miss Slaney	12 0 0	.....
Broad Cove	} No returns.		
Trepassey.....			
Portugal Cove	Miss Nowlan.....	15 0 0	.....
Daniel's Point	Closed.		
Holyrood (St. Mary's).....	Miss Walsh	22 0 0	.....
Gaskers	Miss Grace	20 0 0	.....
St. Mary's.....	Patrick Walsh.....	40 0 0	.....
Do. (Riverhead).....	Miss Hogan	20 0 0	.....
Salmonier (South Side).....	Miss O'Neil	20 0 0	.....
Do. (North Side).....	Wm. McDonald	20 0 0	.....
Branch.....	Miss Collins.....	20 0 0	.....
Distress.....	Miss Flynn	20 0 0	.....

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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 Les- sons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
.....	96	96	45	25	48	23	75	21	16	34	4	24	4	5	5	
20	25	45	30	13	32	...	41	4	19	14	...	8	4			
6	5	11	10	3	7	1	11	...	6	2	...	4				
13	16	29	17	5	18	6	25	4	6	6	...	3	5			
14	19	33	18	8	15	10	25	8	18	0	6	10	.....	6	6	
26	.....	26	10	5	12	9	26	...	3	4	3	6	1	.....	3	
23	13	36	32	7	14	15	28	8	20	8	10	16				
20	22	42	33	10	22	10	34	8	10	14	8	18	.....	8	8	
40	33	73	60	7	57	9	58	15	11	6	7	15	1	9	9	
13	20	33	30	20	8	5	20	13	30	8	12	21	3	30	13	
16	16	32	25	11	14	7	23	9	8	8	...	14	.....	.....	6	

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Placentia (N. E. Arm).....	Miss Collins.....	£20 0 0.....	
Do. (S. E. Arm).....	Miss Collins.....	20 0 0.....	
Point Verd.....	Miss Rielly.....	20 0 0.....	
Little Placentia.....	John Rielly.....	32 18 0.....	
Fox Harbor.....	Miss Kennedy.....	25 0 0.....	
Barren Island.....	} No returns.		
Red Island.....			
Long Harbor.....	Miss Hartigan.....	25 0 0.....	
Rams Island.....	Miss Freeman.....	25 0 0.....	
Presque.....	Miss Ryan.....	25 0 0.....	
Ann's Cove.....	No return.		
Isle of Valen.....	Miss Brown.....	25 0 0.....	
Merasheen.....	No return.		
Paradise.....	Stephen Power.....	30 0 0.....	2 1 0

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

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 Les- sons.	With ease.	On Slates.	On paper.	From dictation.	Elementary Rules.	Advanced Rules.			
28	29	57	37	20	30	7	43	14	40	20	40	30	4	30	30	
26	26	52	24	20	26	6	42	10	26	26	25	34	.....	.....	12	
32	22	54	35	14	33	5	34	10	30	10	20	24	.....	10	10	
36	43	79	20	30	43	6	71	8	12	10	...	12	6	6	6	
30	20	50	35	12	28	10	40	10	16	2	...	22	8			
16	14	30	20	8	14	8	24	6	10	8						
20	16	36	25	8	18	10	26	10	12	8	6	10	3	5	5	
14	12	26	18	8	13	5	19	7	9	6	6	6	3	4	4	
15	10	25	19	5	16	4	25	...	14	1	3	5				
27	26	53	25	12	28	13	43	10	9	16	...	12	9			

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Oliver's Cove	No return.		
Oderin	Edward Morris.....	£35 0 0	15 0 0
St. Joseph's.....	Not in operation		
Rashoon	Mrs. Monks.....	25 0 0	5 0 0
Little Harbor	Richard McGrath.....	5 0 0	3 0 0
Spanish Room	} No returns.		
Beau Bois.....			
Marystown			
Fox Cove			
Burin	John Parsons	36 0 0	.....
Corbyn	} No returns.		
St. Lawrence			
Lawn.....			
Lamaline.....	Miss Fitzpatrick.....	25 0 0	.....

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

No. on Books.	Age of Pupils.			Reading	Writing			Cypher- ing.	Geography.	Grammar.	Mathematics.				
	Male.	Female.	Total.		As far as easy Les- sons.	With ease.	On Slates.					On Paper.	From Dictation.		
53	36	89	67	25	40	24	49	40	60	39	20	40	12	30	30
16	21	37	35	12	19	6	37	...	12	...	...	14	...	...	...
14	12	24	26	10	16	...	26	...	15	...	...	13	...	...	...
40	.....	40	18	10	22	8	32	13	8	10	15	10	11	8	8
19	17	36	30	16	13	7	24	18	12	10	16	...	2	5	3

EDUCATION.

RETURN OF ROMAN CATHOLIC BOARD

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
Lamaline (Meadows).....	Miss Fitzpatrick.....	£20 0 0	£2 18 0
Great Jarvis.....	} No returns.		
Sagona			
English Harbor.....			
St. Jacques			

EDUCATION.

SCHOOLS FOR THE YEAR 1875.

	No. on Books.	
17	Male.	
13	Female.	
30	Total.	
20	Average daily attendance.	
10	Age of Pupils.	Under 7 years.
15		Between 7 and 12
5		Over 12 years.
21	Reading	
	As far as easy Lessons.	
9	With ease.	
6	Writing	
7	On Slates.	
7	On paper.	
7	From Dictation.	
10	Cypher- ing.	Elementary Rules.
1		Advanced Rules.
4	Geography.	
4	Grammar.	
	Mathematics.	

EDUCATION.

RETURN OF ROMAN CATHOLIC

Locality.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.
King's Cove.....	Thomas Hanrahan....	£60 0 0	£2 0 0
Bay-de-Verd	William North.....	35 0 0	1 0 0
Harbor Grace.....	Patrick Tobin.....	50 0 0	5 0 0
Ferryland.....	Michael Kelly.....	50 0 0	1 5 0
Great Placentia	Francis Kelly.....	50 0 0	.....

EDUCATION.

COMMERCIAL SCHOOLS FOR THE YEAR 1875.

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 Les- sons.	With ease.	On Slates.	On paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
30	40	70	35	10	40	20	45	25	10	30	15	37	10	7	7	2
22	39	61	43	8	31	22	56	5	12	14	5	16	13	5	5	
80	.....	80	30	10	45	25	55	25	14	30	12	40	25	16	16	
31	.....	31	20	4	10	17	21	10	10	20	...	20	7	10	10	
75	.....	75	35	20	30	25	56	19	10	20	8	25	10	22	22	3

40	40	80	35	10	40	20	45	25	10	30	15	37	10	7	7	2
70	70	140	60	10	70	40	90	10	20	40	20	70	40	10	10	4
25	25	50	25	5	20	15	35	5	10	15	5	20	15	5	5	
30	30	60	30	10	20	15	45	10	15	20	10	30	20	10	10	
24	24	48	24	5	15	10	30	5	10	15	5	20	15	5	5	
30	30	60	30	10	20	15	45	10	15	20	10	30	20	10	10	
30	30	60	30	10	20	15	45	10	15	20	10	30	20	10	10	

EDUCATION.

 STATE TABLE B RETURN OF CONVENT SCHOOLS

Locality of Convent.	No. of Pupils on books.	Average daily attendance.	Reading.	Writing.
St. John's .....	.....	300	340	325
Do. (Riverhead)	300	200	260	260
Do. (Maggotty Cove) .....	.....	123	79	123
Torbay	112	65	50	40
Harbor Main	136	89	100	90
Conception Harbor	180	80	99	80
Brigus.....	65	45	40	40
Witless Bay.....	136	90	70	70
Ferryland	No return			
Fermeuse	50	35	25	25
St. Mary's.....	90	40	30	36
Placentia.....	90	80	64	64
Burin	60	40	30	30
St. Lawrence	No return			
Harbor Briton.....	60	50	36	30

EDUCATION.

FOR THE YEAR 1875.

Cyphering.	Geography.	Grammar.	History.	Globes.	Drawing.	Needle Work.
225	250	230	240	40	40	340
260	240	240	240	.....	35	240
123	79	79	31			
40	30	30	.....	.....	.....	40
80	80	54	30	.....	.....	78
80	30	30	16	.....	.....	80
40	30	30	6	.....	.....	40
48	36	36	12	.....	.....	36
25	20	20	.....	.....	.....	20
34	30	30	.....	.....	.....	30
60	60	50	30	.....	.....	60
20	20	20	.....	.....	.....	12
30	36	25	5	.....	.....	30

EDUCATION.

Financial Statement for the Year 1875, as Furnished by

Reference to remarks.	Districts.	Ordinary appropriation for each District.	Special Grant.	Balance from last year.	Grant for purchase of books, &c.	Over expenditure last year.
1	Fortune Bay	Not furnished.				
2	Burin	£223 9 2	69 4 7	17 7 3	5 0 0	0
3	Placentia West	Not furnished.				
4	Little Placentia	107 18 8	25 0 0	3 16 0	2 16 9	.....
5	Great Placentia	Not furnished.				
6	St. Mary's	188 19 9	.....	118 4 0	4 1 0	.....
7	Trepassey	Not furnished.				
8	Fermeuse	110 2 4	.....	.....	.....	.....
9	Ferryland	Not furnished.				
10	Bay Bulls	181 4 0	46 3 0	97 18 9	4 18 1	.....
11	Harbor Main ...	364 11 8	.....	.....	13 12 3	.....
12	Brigus	209 6 0	.....	81 4 11	60 6 8	.....
13	Harbor Grace ...	612 10 0	224 12 6	82 15 6	14 18 9	.....
14	Bonavista	280 16 4	.....	19 4 3	.....	.....

EDUCATION.

the Returns of the Chairmen of the Education Boards.

Paid in Teachers' Salaries.	Building or repairing School-houses.	School rent and fuel.	School requisites.	Purchase of books and stationery.	Paid Secretary of Board.	Over expenditure of Boards.	Balance on hand.
283 0 0	21 19 6			5 0 0			5 1 6
146 1 5				6 10 0		13 0 0	
153 0 0	45 14 6			8 7 3			104 3 0
77 0 0							33 2 4
210 0 0	45 2 10		9 0 0	13 0 0			53 1 0
290 19 0	41 9 6		3 0 0	5 0 0			10 10 10
158 16 8	132 1 7			34 3 1			25 16 3
965 16 2	223 11 8		31 14 3	9 10 3	42 10	338 5 7	
197 10 0	73 17 0			28 1 3			0 12 4

EDUCATION.

Financial Statement for the Year 1875, as Furnished by

Reference to remarks.	Districts.	Ordinary appropriation for each District.	Special Grant.	Balance from last year.	Grant for purchase of books, &c.	Over expenditure last year.
15	Fogo.....	£95 16 11	12 0 0	60 10 9		
16	Twillingate.....	49 14 0	6 0 0	7 18 11		
17	St. John's.....	Not furnished.				

No. 3.—This is the third year that I have not been furnished with the financial statement from this district.

9.—This is the second year that I have failed to receive the financial statement from this district.

12.—The £60 6s. 8d., under the head of grants for purchase of books, &c., includes the sum of £51 11s. 2d. received for books sold ; 19s. from Chairman of the Harbor Main Board ;

EDUCATION.

the Returns of the Chairmen of the Education Boards.

Paid in Teachers' salaries.	Building or repairing school-houses.	School rent and fuel.	School requisites.	Purchase of books and stationery.	Paid Secretary of Board.	Over expenditure of Boards.	Balance on hand.
95 8 3	72 19 5
91 13 2	28 0 3	

£3 3s. from sale of building materials not needed, and the grant for purchase of books, £4 13s. 6d. The amount stated as received from the sale of books is by far the largest sum ever returned from any district as received on that account.

17.—I was informed by the Secretary of the Board of this district that no financial statement could be furnished in the absence of the Chairman, Dr. Power, from the country.

GEOLOGICAL SURVEY.

REPORT UPON THE GEOLOGICAL SURVEY OF NEWFOUNDLAND FOR THE YEAR 1875.

To His Excellency SIR STEPHEN J. HILL, C.B., K.C.M.G., Governor of Newfoundland, &c., St. John's.

GEOLOGICAL SURVEY OFFICE,
ST. JOHN'S, February 29th, 1876.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to inform you that during the past year (1875) the Geological Survey under my direction has made considerable progress, both as regards the immediate purposes of the investigation and towards acquiring a knowledge of the geographical features of the Island, which hitherto have been either quite unknown or greatly misrepresented. In consequence of my services having been required by the government for special purposes, not immediately connected with the geological investigation, and I having had to frame three special reports thereon during the season, I have been unable to fulfil my intention of surveying and examining the Gambo country; neither have I, as yet, had time or opportunity for studying out the relations of structure as revealed by the collections and surveys of the late and former years. This report, therefore, must be considered as merely preliminary, giving simply a general outline of the information acquired, to be followed, as soon as circumstances will permit, by a detailed geographical and geological history. In this latter connection my thanks are due to Mr. E. Billings, Palæontologist to the Geological Survey of Canada, and to Principal Dawson, of McGill College, Montreal, for descriptions given of a collection of Silurian and Carboniferous fossils, which were forwarded to Montreal for identification, and were returned in November last. These fossils have proved not only of high scientific interest, as throwing some new light upon the Fauna and Flora of those periods, but will be of infinite practical value in developing the relation and sequence of stratification of the mineral bearing formations. I have also to thank Mr. C. Bowring, M.H.A., for kindly forwarding a collection of specimens illustrative of the rocks of Newfoundland to Professor Maskelyne, of the British Museum, for which I have been promised in return an arranged suite of illustrative minerals. These, when received, will form an important addition to the present collection, as affording opportunity for the study of mineralogy, and ready reference for the identification of crystalline forms.

GEOLOGICAL SURVEY.

The frequent and favorable indications of the presence of metalliferous ores in Notre Dame Bay, and the successful mining operations already in progress there, having of late attracted much public attention both here and abroad, I considered it my duty to make a re-examination of certain parts of that bay, in order to become acquainted with any new or previously undiscovered facts bearing upon the position of these mineral deposits, and to see conclusively how far my anticipations of former years were corroborated. For these purposes, after having started Mr. C. H. McLeod upon a meridian line as a basis for laying off timber limits on the Gander River, I visited certain localities in the Dildo Run, several of the various arms and inlets of Exploits Bay, Sunday Cove Island, Little Bay Island, the Western Arm of Green Bay, and finally made a rough survey of the Betts Cove location and mines. This latter operation, although by no means perfect, was satisfactory, inasmuch as it proved the position of the mine to be almost exactly on the line I drew on a map of my own construction in 1867, to shew the probable position of the ore bearing strata, guided, as I then was by the presence of the great bands of serpentine. At a later period, having been requested by the government to survey the south-west arm of Green Bay, in order to rectify certain disputes connected with the location of mineral lands there, an opportunity offered of extending the examination in that direction, and of inspecting the work commenced by the Hon. E. White.

Without going into a detailed account of the physical structure, which is reserved for a future occasion, I feel called upon to state that the experience of the late investigation convinces me more than ever that many of the northern parts of this island, and the great bay of Notre Dame in particular, are destined to develop into great mining centres, should capital and *skilled* labor be brought to bear in that direction. The frequent repetition of the mineral bearing strata associated with serpentine, chloritic slates and diorites, maintaining a nearly uniform character throughout their distribution, and invariably exhibiting metalliferous indications, all seem to warrant the expression of such an opinion; although at the same time it must not be taken for granted that every individual spot where indications of this nature present themselves should necessarily prove of equal productiveness.

Although for the present it is premature to enter particularly into structural detail, perhaps a few hints upon that subject for the benefit of future explorers may be acceptable, and especially as applied to Notre Dame Bay. In many of my former reports it will be found that in describing the position of the metalliferous deposits, I had observed that they were invariably found amongst strata nearly related to or associated with serpentine; consisting largely of chlorite slate, diorites and dolomites.

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In the Notre Dame region these strata appear to be repeated over and over again by a series of great undulations, the axes of all of which point in a general north-east and south-west direction; with many minor and complicated folds; twists and breaks within. Apparently beneath all these there are a series of slaty rocks with bands of red jasper and occasional strata of altered conglomerate, which sometimes assumes a basaltic character, with a rudely columnar structure. The whole mass is intersected by great intrusions of a granitoid rock, in some cases probably *gabbro*, and by dikes of green-stone and other forms of trap. Some of these granitic intrusions are of a bright brick red color, and chiefly composed of orthoclase, others are pinkish, and many are grey, in some parts a pure granite. The traps are often jet black or nearly so, and coarsely crystalline; they are also frequently of a rusty brown color, weathering to a yellowish tinge, soft and earthy, giving an argillaceous odour on fracture. The ores of copper, usually sulphurets, are found disseminated or in layers with iron pyrites in the chlorite slates and dioritic beds; but the more solid and valuable ores are concentrated in the folds and dislocations (particularly in the magnesian portions), by which the formation has been affected. The ores are also of frequent occurrence in white quartz veins near the same horizon. The surface rock where these deposits exist is usually of a reddish rusty brown color, scored by remarkable minute reticulations, which weather in relief, giving a marked and peculiar aspect which once seen is easily recognized, and may serve as a pretty trustworthy guide to explorers in making preliminary examination of the ground.

In addition to the ores of copper, ores of nickel, magnetic, chromic and specular iron, lead and sulphur ores in abundance occur, and traces of the precious metals have occasionally been found by analysis; always near the same horizon. The usual form of the nickel ores is that of arsenical or copper nickel, but it also occurs as millerite, or nickel pyrites; and as *cloanthite* (?) or an allied species, which is of a steel grey or pale ruby-red color. These nickeliferous ores have hitherto only been discovered in workable quantities at Tilt Cove, but small specimens have been seen at several other places, and they have invariably been found by analysis to be present in the Serpentine. In my first report for 1864, at page 34, will be found these words;—"The investigations made by Dr. T. Sterry Hunt, the Chemist and Mineralogist of the Geological Survey of Canada, have shown that traces of *chromium* and *nickel* appear to be almost universally diffused in the Serpentine of the Quebec group in Canada and in the United States; and analysis made by him of several specimens from Pistolet Bay and Little Bay indicate that the Serpentine of Newfoundland will not be an exception. It is therefore reasonable to expect the occurrence of these metals in available quantities in the island." At Tilt Cove a considerable amount of nickel ore has already been extracted from the

GEOLOGICAL SURVEY.

mine and exported to Swansea, where a portion was found to yield about 24 per cent. of metal to the ton of ore, which, at the valuation of £6 sterling per unit, gave the handsome return of £141 sterling per ton. It has been found that the matrix of these nickel ores is usually calcareous, and that a mass of steatite or soapstone is in close proximity.

The ore-bearing parts of this group of rocks, marked also by the presence of serpentine, soapstone or magnesite, shew themselves at each of the projecting peninsulas which separate the minor bays of the Great Bay, and also on the group of large islands off the entrance to Hall's Bay. They were recognized in the south-west arm of Green Bay, at the Western arm, and the Southern arm, in Little Bay and Hall's Bay; and also in Sunday cove, Pilley's and Triton islands; in each case giving fair metallic indications well worthy of being carefully tested by experiment. It was further observed, however, that the same rocks became barren of ore, or at all events it was more widely disseminated, when they came in contact or nearly approached the granitoid intrusions; which latter appear to be destitute of metalliferous material, except iron pyrites, which mostly occurs in intersecting quartz veins.

It is much to be regretted that the late marine survey so admirably accomplished upon the eastern coast as far as the Twillingate islands by Captain Kerr, R.N., and his assistants, was not carried on to the bay of Notre Dame; as many parts of the coast both of the main land and of the islands, as laid down upon the old charts, have recently been proved to be inaccurate to a grave extent in the detail, and in some cases even in the position of well-marked headlands. By the system which has been adopted for laying out lands for licenses of search for mineral and mining grants, this defect is likely to lead to serious consequences; as these erroneous representations have hitherto supplied the only data for blocking off the lots, many of which will be found upon actual survey to interfere with each other, and occasionally in considerable parts to be non-existent as dry land altogether. The method adopted for the distribution of these lots, I have long and frequently taken occasion to show, was upon a bad principle, and one which must sooner or later inevitably lead to inextricable confusion and litigation; engendering a mischievous tendency to frustrate the advancement of an industry which ought to be encouraged by every possible means, as one of the very first importance towards the future well-being of the colony. Already disputes have arisen, and many more are likely to arise unless some speedy remedy is supplied to counteract the effects of this glaring evil; and the only means by which this can be done, so far as I can see, is to block off those portions of country not already under license or granted, in the manner I recommended in my report for 1867, and again in my evidence before a select committee of the House

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of Assembly in 1869. That under any circumstances each individual license or grant already issued should be properly and carefully surveyed, ought now to be sufficiently evident; and in making those surveys the position of each starting point must be accurately fixed *from some prominent natural feature*, and not merely be dependent upon the termination of a neighboring location which may or may not be correctly established. In case of one location interfering with another, which will no doubt frequently happen, I would suggest that preference of right over the specified area should be given according to priority of date of the title deeds held by the respective parties.

To accomplish such surveys as I recommend, will require the services of competent surveyors, as the so-called surveys of locations made hitherto are more apt to mislead than to convey any definite idea of the real boundaries, or the areas those boundaries are supposed to contain. The only instrument used, that I am aware of, by the present Deputy Surveyors is the compass, trusting entirely to the needle, an imperfect instrument at best, but worse than useless in a country where local attraction of the magnet is the rule rather than the exception, and which at some parts prevails to such an extent as to render its use for any practical purpose impossible. At Tilt Cove, for example, I found the deviation so variable, that at no two stations which I took up on my triangulation was it the same; and at one point, namely on Castlerock pond, I found its intensity so great as to make a difference, within six or seven paces, of no less than 60° . At the same time the captain of the mine who, for want of a proper dialling instrument, had used the needle in his underground work, found it so impossible to reconcile it with his surface plan, that he had recourse to making a rough estimate of his angles by means of a common foot rule in preference.

The serpentine and associated rocks almost invariably contain more or less magnetic iron, and many of the trap rocks and diorites are themselves magnetic; consequently the needle is affected according to the intensity or proximity of those materials wherever the metalliferous strata occur. In my recent survey of the south-west arm of Green Bay, this local attraction was observable at several points; and the result of four separate observations, taken at the point called Nickey's Nose, was to show a local deviation from the normal variation of about 3° . Suppose then a line were to be run by compass due south from this point for one mile, the termination of that line would be nearly five chains out of its true position; and even that amount of error could not be relied upon, unless it were proved that the local deviation was constant over the whole distance.

GEOLOGICAL SURVEY.

MR. HOWLEY'S SURVEY.

Mr. Howley having been instructed to make a survey of the upper valley of the Exploit's River, in continuation of the survey made by myself in 1871, left St. John's with a crew of three Indians by the S. S. *Leopard* on 27th June, and landing at Twillingate (or Toulinguet) on the 1st July, he then proceeded to Upper Sandy Point by a small sailing vessel, where he arrived on July 3rd. Here he expected to meet two more Indians who engaged to cross over by land to meet him from Bay D'Espoir, but they failing to arrive, he was compelled to engage two others, residents at Wigwam or Upper Sandy Point, to convey his stores and camp equipage up the river. The Bay D'Espoir men, however, arrived shortly after he had left, and overtook him at Badger brook, about thirty-five miles up the stream, and thus his party was completed. While at the latter place, Mr. Howley took the opportunity of measuring up the brook as far as it was accessible for his canoes; and afterwards by ascending to the summit of Hodge's hill he obtained a magnificent view of the surrounding country, and was enabled to get a series of angles all round, many of which were upon well-marked points; partially or fully determined on our former surveys. Prominent among these points was Mount Peyton, or the Blue Mountain Tolt, from the summit of which a set of observations was taken by myself in 1874, while engaged in surveying the Gander country. Mr. Howley then proceeded with all possible dispatch up the stream to the Red Indian lake, and there commenced his survey by measuring the Victoria branch of the river, which he ascended on foot about thirty-one miles. Thence he crossed over the country direct in a course about N. 30° W. to the upper part of the Red Indian lake, which he struck nearly opposite the point where my survey terminated; and from which he took his departure for the survey of the Exploits proper. This stream he followed, after having completed the survey of the lake, which terminates nine miles above Station H of my former survey, for about seventy-two miles along its course. This distance includes two lakes of considerable size, viz., Lloyd's pond and King George IV pond; which were also minutely surveyed in detail. He ascended all the more prominent hills bordering on the valley, from whence he was enabled to connect the triangulation, and to get bearings upon other important geographical features. From the banks of the river, twenty-three miles above King George IV pond, the measurement was continued across the country to Lapoile, the distance traversed in an air line, to his junction at H. W. M. with Captain Orlebar's survey at the head of the main inlet of Lapoile bay, being twenty miles. He then recrossed to King George IV pond, and thence, having portaged over to the Victoria branch, he continued his course down the latter stream, passing through and surveying the Great Victoria lake,

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until he joined the work previously accomplished. The total distance measured upon the Victoria branch, including the length of the lake, was about sixty-three and a half miles. Finally, Mr. Howley returned to the Victoria lake, whence he crossed the country to the head waters of the White Bear Bay, and descended ultimately to the coast by the valley of Grandy's brook, arriving at the telegraph station there upon the 27th of October.

GEOGRAPHICAL DESCRIPTION.

The complication of the drainage waters at the south-western angle of this island, forms a very remarkable geographical feature. The main drainage of the region flows to the north-east by the Exploits river, over a distance of nearly two hundred miles in an air line, while the south falling streams, which are numerous and large, take their rise in many cases in close proximity to the waters of the Exploits, and on the same level, and thence find their way in turbulent torrents to the sea in a straight distance of sometimes less than twenty miles. The tributaries of the Exploits which flow into the main river from the westward interlock with the Great Codroy and the various rivers of St. George's Bay. The main river or Exploits proper takes its rise in the country lying in the forks of the eastern and northern branches of the Lapoile, and at a distance probably of not more than twelve miles in a straight course from the sea coast, and not less than one thousand five hundred feet above the level of the sea. On its way downwards, near where the surveyed line passed, the water which drains into the north branch of the Lapoile on the one hand, and those which fall into the Exploits on the other, were found to be within a few yards. The general course of the Exploits downwards from that point is a little eastward of north* for about eight miles, and thence nearly due east about nine miles till it enters King George IV pond; but in those distances there are many sinuosities and sweeping bends in getting round the mountain ridges and spurs. King George IV pond, (known to the Indians by the rather appropriate name of Cross pond, from its greater length lying nearly at right angles to the general course of the river,) is of an irregular shape, being indented by many bays and coves; it contains an area of about eight square miles, and lies one thousand two hundred and thirty-seven feet above H. W. M. From this lake the course of the river is remarkably straight in a north-easterly direction, till it joins the Red Indian lake at the end of upwards of forty miles. Sixteen miles above Red Indian lake the river expands into Lloyd's pond, which is six miles long by an average breadth of about three-quarters of a mile, with an area of

* Bearings are all from the true meridian.

GEOLOGICAL SURVEY.

nearly five square miles, and at an elevation of six hundred and twenty feet above the level of the sea. By my estimate in 1871, the height of the surface of Red Indian lake was placed at four hundred and twenty-eight feet; but by the levels brought up by the railroad engineers, from St. George's Bay, it was found to be four hundred and sixty-eight feet.

The Victoria branch of the Exploits takes its origin between the White Bear and Grandy's Brook waters, which interlock each other, and the eastern branch of the Lapoile, and it flows generally nearly parallel with the main river to its junction with the Red Indian lake, about four miles above the outlet. South-west from that junction at the end of forty-seven miles, the river expands into a magnificent sheet of water called Victoria Lake, which is sixteen miles long by a breadth of about three quarters of a mile. Its whole area, including a bay about three miles long and over three quarters of a mile wide, is nearly twenty square miles, and its elevation above the sea is 1,160 feet.

At the divide, and indeed throughout the whole region south from King George IV and the Victoria pond, the country may be described as one vast desolation of bare rock, being covered only on the leveller parts by marsh, or occasionally near the lakes and water-courses by the thinnest of soil, supporting only deformed and stunted bushes. Indeed, so destitute was the country passed through by the party between the head waters of the Exploits and Lapoile bay, and also between the Victoria lake and Grandy's brook, that at most parts neither poles nor brush could be procured for constructing a camp, and the only firewood to be obtained consisted of the small gnarled bushes that were sprinkled here and there.

A lofty range of rugged and precipitous hills separates the two main branches of the Exploits, which rises abruptly from the right bank of the main stream, but slopes more gradually towards the Victoria, where at some parts a fringe of well-timbered land occupies considerable areas back from the left bank of the river. This range averages a width of about five miles, some of the higher elevations upon it reaching to a height of over 2000 feet above the level of the sea. A gorge is cut through this range by the main river between Lloyd's pond and Red Indian lake, and thence bears away north-easterly towards Lobster House and the adjacent heights south-east of the Grand Pond. A narrow fringe of interval land occurs on the main river below Lloyd's pond, which widens at the confluence of the small tributaries; the country on the north-west side rising very gradually, and giving a tolerably level surface up to George IV pond.

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For about sixteen miles up the valley of the Victoria branch of the Exploits the ground is irregular and rocky, and the river much broken by falls and rapids; but above that distance the country greatly improves, and a large tract, well wooded, generally level and covered by a good soil, prevails nearly up to Victoria lake. This level and reclaimable land seems to extend to the eastward with few interruptions to the Great Rattling brook, as shewn by Mr. Austin's description of the line he ran upon the railway survey; and it appears probable that a similar character will be found to exist, to a large extent at least, between that line and the bank of the main river. (*See my report for 1871, upon the Exploits country*). In describing the view from the summit of Hodge's Hill, Mr. Howley says, that while the regions towards the north and east, and also to the north-west, consist chiefly of marshes and barrens, scattered over partially by woods, the country away to the southward and on the southern side of the Exploits, presents an unbroken dense forest in a series of gentle undulations as far as the eye can reach. Mr. Howley also describes the country he crossed on his expedition from the Victoria river to the head of the Red Indian lake as well timbered throughout, although very elevated at some parts, his summit level reaching 1600 feet, while Costigan's pond, a large lake which lay in his track, was 1200 feet above the level of the sea.

By reference to my report for 1871, upon the Exploits below the Red Indian lake, at pp. 14, 15 and 16, it will be seen that a very great part of the lower valley is described as being well wooded, generally level or gently undulating, and usually of a fairly productive soil. From what Mr. Howley has ascertained, and from the description given by Mr. Austin's party of the country passed through by the railroad line, between the upper end of the Red Indian lake and the Great Rattling brook, there would appear to be a tract of land, more or less reclaimable, at least fifty miles long by an average width of fifteen miles, which would comprise an area of about seven hundred and fifty square miles. If to that we were to allow, *say* fifty square miles of similar country for the lower Exploits valley, Peter's brook, and Norris' arm, there would be eight hundred square miles upon the Exploits alone, more or less capable of supporting settlement. The pine timber, spruce, tamarack and birch over extensive areas is reported to be of excellent quality and vigorous growth, and all of these might become available were these regions opened out by main lines of road, for the construction of which no perceptible difficulties present themselves. In my report for 1870, at pp. 15, 16 and 17, it is shown that the mineral character of the rocks over a wide area immediately south from Mr. Austin's line at the Great Rattling brook, is indicative of the presence of various metallic ores; and at page 15 of the same report, communication thence with the coast at Bay

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D'Espeir is suggested by means of a road being laid out along the route followed by the Indians between the latter and the Exploits. My words in that report were as follows:—"As this region over an extensive area gives evidence of the presence of metalliferous ores of value and importance, the means by which these may be developed and utilized, remotely situated as they are from the coast, is a matter for consideration. The construction of a road or telegraph line intersecting the island from shore to shore, is the first step that suggests itself to the traveller, as likely to lead to that end, as there are unusual facilities for such a construction directly through the mineral country, which would give direct communication from south to north."

The telegraph line here hinted at appears at length about to become an accomplished fact; and if that means of communication is duly followed up by establishing a good main line of road, a great step in the direction of enlightened progress will be secured, affording means and opportunity for the development of the varied and valuable material resources of the country.

The tracing which accompanies this report is a reduction from surveys made by Mr. Howley and myself to a scale of four miles to an inch. Upon it will also be found the routes followed by the Railroad Engineers between St. George's Bay and Come-by-Chance in Placentia Bay; Mr. Ramsey's Section A and Mr. Lynch's Section C, being reduced directly from their actual survey; while Mr. Austin's Section B (whose plans were not placed in my hands, as were the others), is fairly approximative. It has been found upon plotting that the result of all these separate and independent surveys is very satisfactory. With the exception of an apparent slight discrepancy in longitude, where in the extension of the sundry surveys our protraction brings us out to the coast in Exploits, all our evidences point to almost absolute accuracy; but seeing that the charts of that region, which are the only data we possess for such longitude, are known to be in considerable measure inaccurate (as I have already stated), it still has to be proved whether this error has crept into our own work, or is due to the original survey of the coast. The error now alluded to amounts to between one and two minutes of longitude, our protraction being to that extent *west* of the longitude laid down on the chart; but the result of a great number of observations taken for latitude throughout Mr. Howley's and my own surveys, all of which agree with the positions found by protraction, goes far to show that the latitudes given on the chart of Exploits bay, are placed *too far south* by upwards of one minute. In order, therefore, to make the surveys of the interior harmonise with the published coast maps, we have lengthened our lower reaches of the Exploits to the longitude there given; while we have retained the latitudinal position as found by ourselves.

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It will be seen that the map is made to embrace the whole width of the island, between the Bay St. George and the eastern coast, and that portions of the southern coast are introduced from the accurate coast surveys of Captain Orlebar, R. N., and W. F. Maxwell, Esq., R. N. This area includes the work accomplished by the geological survey at sundry times, and to be found described in the reports for 1870, 1871, 1873, and 1874, to which, for further information, I beg to refer your Excellency. The survey for 1875 has already been described geographically at a previous part of this communication, and some reference to the same subject will also be found in my summary report upon the survey of the railroad engineers. As regards the distribution of the geological formations throughout the regions last explored by Mr. Howley, they will be found indicated also upon the surface of the map; but before entering particularly into a detailed account of these physical characteristics, much more careful study of the specimens collected, and of all the facts which have been ascertained, than we have as yet been able to bestow upon these subjects, will be required.

With the exception of the ores of iron, which probably will be found to exist at certain parts of this same region, and possibly apatite or phosphate of lime, I am not in the meantime disposed to consider its mineral capabilities of much importance.

I have the honor to be

Your Excellency's most obedient servant,

ALEXANDER MURRAY.

REPORTS.

**PRELIMINARY REPORT OF MR. C. H. McLEOD ON
SURVEY OF TIMBER LANDS.**

ST. JOHN'S, NEWFOUNDLAND,
August 30th, 1875.

To the Honourable the COLONIAL SECRETARY.

SIR,—

Having now returned from the carrying out of the work mentioned in your letter of instructions to me, dated May 31st, 1875, I beg to submit to you the following preliminary report, in which I intend to review my instructions, to state in how far I was enabled to carry them out, and when I departed from them to explain why I did so; leaving for more detailed consideration in my regular report the discussion of the capabilities of the country and any suggestions I may have to offer for its improvement.

The *S. S. Hercules*, in which I was instructed to sail, left St. John's at noon on Tuesday, the first of June, reaching Harbor Briton on Wednesday evening, where I arranged to engage the services of two Indian men, who would be required as guides and canalmen. It is to be regretted that a misunderstanding, to which I have already referred by letter to you, prevented the forwarding of these men to me on the Humber river.

At Channel, our next port of call, I found that eight men had been engaged for me; these we took on board, and calling at Bay St. George to land Mr. Ramsey and his party, we reached the Humber Arm, Bay of Islands, on Saturday, June 5th. Here I engaged two additional men as boatmen and axemen; my party was therefore now made up by the following:—

Two men from St. John's to act as assistants, (Maher and Halliday), eight men from Channel (including one cook), two men from Bay of Islands.

REPORTS.

These, counting with them the two Indians whom I expected by the next packet, would make up the required number of my party—fourteen. As to the efficiency of these men as “woodsmen,” I have already informed you by letter, as also how their number was soon reduced by nearly one-half. I can only add that this disaster was the one result to be looked for in the attempt to exact of a fisherman the work of a woodsman.

The position of the proposed base line was determined from Mr. Murray's survey of the river, and it being desirable that the present survey should be connected with a fixed latitude and longitude, I took advantage of an Admiralty Survey Station in lat. $48^{\circ} 57' 53''$ and long. $57^{\circ} 55' 32''$, at a place known as “Brake's Landing,” and began by running a line from this to an intersection with the proposed base line, distant 2.8 miles. I then produced the base backwards a short distance and forwards about twenty-four miles, leaving some intermediate distances to be cut out afterwards and chained. The first ten miles of this line was over an extremely broken country; and a fixed straight line naturally brought us into some very rough places. This combined with the trouble caused by the men to which I have already referred, delayed the work to an unthought of extent. I therefore did not run out the intermediate distances above referred to, but thought it better that I should depart from my instructions, and leave Mr. John Maher in charge of five axemen to carry them out as compass lines. His instructions were to remain at this work until the 30th of July, and then return to St. John's; to this I have also referred in a letter to you dated June 28th, 1875.

A reference to the plan of this district will show the base line now run out, which is in *blue*, while proposed lines are in *red*.

The time for my crossing the country had now arrived, and having paid off such men as were not longer required and arranged for the payment of the men who were to remain, I set out for Hall's Bay on Tuesday, July 6th, with two men, taking all the party with me as far as Grand pond to help to portage our baggage and canoe from the Humber river a distance of eight miles. Owing to the lowness of the water at this time, a delay occurred at the head of the Indian Brook where we had to carry our canoe and traps about six miles beyond the usual portage. It was therefore the 13th of July and not the 10th, as expected, when we arrived at Hall's Bay, where I was glad to find a boat in waiting for us at the place agreed upon.

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At Twillingate and Fogo I replaced, as well as was possible, any articles of camp equipage which had to be left on the Humber. I here found it very difficult to get men for the short time I was to be engaged on the Gander. I required twelve, but only succeeded in engaging six men and a boy. The search for men brought us to Fogo, where we had to remain a day, when I availed myself of the chance visit to make a survey for the proposed boat canal at that place.

For the work on the Gander river your instructions required me to "run a meridional base line southwards in long. $54^{\circ} 29'$, from a point "in latitude $49^{\circ} 16'$ north (nearly)." Such a line would, after about six miles of it had been reached, run away from the river; while the best lands and timber in so far as is now known are upon the banks of the river and lake. I therefore thought it best to keep upon the river as much as possible, while still adhering to Mr. Murray's plan for the blocking out of this region. To accomplish this, lines of six mile lengths were run alternately south and west upon the sides of the blocks. This will be better understood by reference to the map where, as before, the existing lines are marked in *blue* and the proposed ones in *red*. The total length of line run out upon the Gander was five sides of six mile lengths (nearly) the first and last of which are not quite complete.

I had arranged for the boat to meet me on July 12th, at the mouth of the river, I therefore quit work on the 11th, having been on the Gander just three weeks.

Since my return to St. John's I have been engaged in preparing plans of the Humber and Gander districts.

On the Humber the existing base has passed through a large portion of the timber region, while on the Gander the reverse is the case.

I wish here to point out that, though desirable, it is not absolutely necessary that a district should be blocked out before the sale of timber licenses on it, so long as there exist a reliable plan of the district in question.

I hand in herewith plans of the Humber and Gander districts taken from Mr. Murray's survey, with such additions as have resulted from the present survey. Having these plans I would

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recommend that the Government advertise immediately for the sale of timber "berths" on the Humber and Gander rivers.

I hope to hand in my regular report for your approval before the close of October.

I have the honor to be,

Sir,

Your obedient servant,

C. H. McLEOD.

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REPORT OF MR. C. H. McLEOD, C.E., ON BLOCKING AND SURVEY OF TIMBER LANDS ON THE HUMBER AND GANDER.

MONTREAL, CANADA,
November 1st, 1875.

To the Hon. the COLONIAL SECRETARY,
for Newfoundland.

SIR,—

In a preliminary report to you, dated at St. John's, in August last, I described the extent and location of the work done by me under your instructions during the months of June, July and August of the past summer. It now remains for me to report on the character of the country visited, and to offer some suggestions for its general improvement, as required by you in your instructions written and implied.

HUMBER ARM.

I have therefore first to notice that portion of the Humber Arm extending six miles below the mouth of the Humber River. The water, up to within a short distance of the river proper, is very deep and the shores bold. The land on both sides of the Arm is very "lumpy"; the hills ranging from five hundred to one thousand feet in height, and in places rising very abruptly, but generally somewhat gradually.

VALLEYS ONLY CULTIVABLE.

These hills are for the most part rocky; the valleys and low lands only are cultivable. As a whole, the land here serves well for what it is now chiefly used, viz., "fishermen's farms." The principal

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OCCUPATION

of the inhabitants is in fishing and lumbering. The lumbermen, as a rule, are not permanent residents. The *whole* population of the Humber Arm as taken from the census returns of last winter is one thousand three hundred and seventy.

EXPORTS OF THE HUMBER ARM.

The business conducted here will be shewn by the following:—In 1874 there was shipped 3,000,000 superficial feet of lumber (nearly), and more than one thousand tons of “ton” timber; while the “herring voyage” of 1874–75, is given in Mr. Carter’s report as twenty thousand seven hundred barrels (accounted for); but this could hardly be less than forty thousand, and I was creditably informed, while on the Humber, that it annually amounted to over fifty thousand barrels. This represents in money, at average price of, say \$34 per thousand for timber, \$15 per ton for ton timber, and \$2.20 per barrel for herring, a total of \$227,000.

There is also a large annual salmon catch.

SAWDUST DESTROYING FISHING GROUND.

The catch of herring last winter is said to have decreased very considerably on account of the large quantities of saw-dust let into the river from the mill of Messrs. Tupper and Goldie, and this is a matter which demands the immediate and serious attention of your Government.

HUMBER RIVER—NAVIGATION.

The River Humber, for a distance of three miles above its mouth, is narrow and rapid, but it admits of boats being “lined” up at all open seasons of the year, and in summer, when the water is low, with little or no difficulty.

HILLS.

The land on each side here rises to a height of from one thousand to fifteen hundred feet above the river, and in places it is almost perpendicular.

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MARBLE.

Good samples of marble have been obtained here, but as yet no attempts have been made to work a quarry, although for some time back the right to do so has been in the hands of a company of Newfoundland gentlemen.

LAND RECEDES.

Beyond three miles from the mouth of the river the high lands begin to recede more, leaving on both sides of the stream a strip, varying from a few hundred feet to a mile in width of good land, capable of cultivation.

RIVER BROAD AND DEEP.

The river becomes broad and deep and, until within a short distance of Deer Pond, where there is a small rapid, is "steady water." On a bend in the river where this rapid occurs, a small patch of land has been cleared, and a farm—one of the two first in this district—commenced.

A FARM.

From information gained by some of my party who visited the enterprising proprietor, I understand that he has now no difficulty in providing for the wants of a growing family from the products of his farm.

ANOTHER FARM.

The other farm of this district is situated above the Deer Pond, and also shows every sign of success.

GOOD LAND.

On Deer Pond the hills drop back still more, and the land between their bases and the lake is generally very good, though in a few places rocky.

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VERY GOOD LAND.

Towards the middle and upper end of the lake it is, without exception, good land for farming purposes, and on the northwest side of the upper half of the lake the barren hills are in the far distance.

SANDY BROOK.

On the sides of the small stream marked on the map as "Sandy Brook," there is a strip of land of upwards of a mile in width of exceedingly good land. The soil is a dark brown loam, formed to a great extent from former stream deposits.

HIGHLY PRODUCTIVE CHARACTER OF THE SOIL.

I followed this stream up some distance in my canoe, and was surprised to find the soil on the banks of the stream of such a highly productive character. The Sandy Brook extends nearly across to the Grand Pond, a distance of nine miles, and I was informed that the soil on its banks is of the same character throughout its entire length.

ABOVE DEER POND.

Above Deer Pond for a distance of five miles—all that I saw of the Humber—the water is steady, and the land on both sides of the stream is good.

RAPID RIVER.

This point is the beginning of a series of rapids which, with occasional interruptions of "Steady Water," is the character of the remainder of the Humber River. Mr. Murray, in his report of 1866, speaks of the country beyond the Grand Pond branch very highly.

STRIPS OF GOOD LAND ON THE HILLS.

Back on the hills beyond where the land is uniformly good, strips of very valuable land are of frequent occurrence, and in many places quite extensive hay marshes exist not far from the water, which would afford an excellent pasturage to cattle. And in some localities they

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might be depended upon to furnish a winter supply of fodder. This feature would of itself be a very great attraction to any intending settler.

ONLY LABOR REQUIRED TO CONVERT THIS LAND INTO A VALUABLE FARMING DISTRICT.

From this brief description of the Humber River and Deer Pond, it is apparent that there is here the land both in quality and extent which only requires the hand of the farmer to convert it into an extensive agricultural district; and I intend to show in what follows that the

CLIMATE

is at least equal to any part of Canada, and ahead of that of Manitoba, which is now so rapidly being settled by Old World immigrants.

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TABLE I.
COMPARISON BETWEEN TEMPERATURES OBSERVED IN
Mean Temperature for the

Station.	January.	February.	March.	April.	May.
Bay St. George.....	25·4	16·4	27·7	29·5	42·1
Toronto.....	24·8	22·8	28·7	34·2	52·5
Winnipeg.....	-6·5	0·6	8·6	27·6	53·9
Windsor, N. S.....	27·3	19·8	31·3	32·2	50·6

* Taken from the yearly Report of G. T. Kingston, Esq., M. A.,

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TABLE I.

NEWFOUNDLAND AND CANADA DURING THE YEAR 1874.*

Year and for each Month.

June.	July.	August.	September.	October.	November.	December.	Year.
51.7	67.0	70.9	64.0	58.5	41.4	31.7	43.8
62.5	67.9	67.1	63.3	47.5	34.6	25.7	44.3
63.8	67.4	65.1	56.6	39.0	14.0	3.3	30.8
53.0	65.7	63.9	58.2	49.1	36.7	24.8	42.7

Superintendent of the Canada Meteorological Service.

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TABLE II.
COMPARISON BETWEEN TEMPERATURES OBSERVED IN
Greatest Cold in

Station.	January.	February.	March.	April.	May.
Bay St. George.....	-3.0	-15.0	-11.0	-1.0	29.0
Winnipeg.....	-43.5	-30.2	-24.3	-5.6	28.6
Toronto.....	-4.0	0.4	5.5	9.5	25.3
Windsor, N. S.....	-15.0	-13.0	-11.0	4.5	27.0

* Taken from the yearly Report of G. T. Kingston, Esq., M. A.,

REPORTS.

TABLE II.

NEWFOUNDLAND AND CANADA, DURING THE YEAR 1875.*
each Month in 1874.

June.	July.	August.	September.	October.	November.	December.
32.0	50.0	54.0	43.0	40.0	30.0	10.0
39.5	42.5	43.2	27.8	13.2	-32.8	-37.7
44.2	44.4	48.0	39.5	24.8	3.5	-7.5
36.0	44.0	42.0	36.0	24.0	13.0	0.4

Superintendent of the Canada Meteorological Service.

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REMARKS ON THE ABOVE TABLES.

I have chosen Bay St. George as the point most similarly situated to the Humber and the Gander districts of the stations in Newfoundland where temperatures were observed in 1874. Toronto, Winnipeg and Windsor are chosen as the most central stations in the best agricultural districts of Ontario, Manitoba and Nova Scotia respectively.

AVERAGE TEMPERATURE FOR THE YEAR.

From table 1, it will be seen that the average temperature for the year of Bay St. George and Toronto are almost equal, and the highest of the four compared; that of the Manitoba station being thirteen degrees below Newfoundland.

NUMBER OF MONTHS ABOVE FREEZING.

From table 2, it will be seen that the number of months in which the thermometer did not reach the freezing point was in Newfoundland four, in Toronto four, in Nova Scotia four, and in Manitoba three.

NO DANGER OF VEGETATION BEING INJURED.

This fact goes to prove that the danger of vegetation being injured by frost is less in Newfoundland than in Manitoba, and no greater than in any part of Canada.

Still further carrying out the comparison of climate, I give below a table shewing the number of days on which rain fell in each month, when there was no snow in that month at any of the stations.

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TABLE III.

Station.	May.	June.	July.	August.	September.	Total days of rain for four Months.
Bay St. George.....	9	6	8	9	2	34
Winnipeg	11	7	17	9	8	52
Toronto.....	8	13	11	4	11	47
Truro, N. S.*	15	16	13	12	12	68

PERCENTAGE OF WET WEATHER.

Table 3 shows that at least in the year 1874, and it is but just to infer in every other year, that the percentage of wet weather during the summer months is less in Newfoundland than at any of the other stations, and, therefore, less than in the best districts of Canada.

NO SNOW IN OCTOBER.

There is another fact in this connection which is worthy of notice : it is that during the month of October there was no snow at the Newfoundland station, while there was snow at Winnipeg and Toronto, though at the latter the fall was very slight.

RAINFALL ITSELF GREATER.

In justice to the other stations it is but right that I should add that, although the number of days on which rain fell was less at Bay St. George than at any of the Canada stations, the rainfall itself was greater.

*This is here taken as the nearest station to Windsor, this information for the latter not being accessible to me.

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EXCEPTIONAL RAINFALL.

This excess, however, took place altogether in the month of May, and in that month the rainfall recorded, 8.39 inches, is quite exceptional, and nearly double that recorded for any other place of observation in Newfoundland. For the other four months the rainfall stands in the following proportion,—

Bay St. George.....	12
Winnipeg.....	10
Toronto.....	7
Truro.....	13.4

CLIMATIC DIFFICULTIES.

And now, knowing that no one doubts the fitness of Canada for agriculture, I may venture to express the hope that the question of climatic difficulties in the way of Newfoundland becoming an agricultural country, is for ever set at rest.

TIMBER.

I have now to enter into the question of the *timber* of the Humber River district, which was the immediate though not the ulterior object of the survey.

FIRST VALUABLE TIMBER.

The first appearance of valuable timber which was met with was on the left bank of the river between "Brackets Landing" and the ninth mile of the "base line;" but this, I regret to say, consisted almost entirely of stumps and tops and hewn "ton" timber; the latter by this time has passed into the market. Between the 10th and the 14th mile the "base" passes through a

COUNTRY WELL WOODED

from the edge of the river to near the summits of the mountains with pine, the greater part of which was standing last summer, but was being

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RAPIDLY CUT DOWN

by a crew of one of Messrs. Tupper & Goldie's contractors. There is also some fine yellow birch within these limits, together with much

WHITE BIRCH AND SPRUCE

of value as timber. On the base line itself, between the 14th and 22nd mile, the timber is worthless, but the line here is back on the hills at an average distance of about two miles from the water, while along the base of the hills and down to the water's edge good pine groves are frequent, but in some places and especially near the shore are well *culled*.

From the 22nd mile, until the base line strikes the water, its course is through alternated belts of fir and young pine, with a good scattering of white and yellow birch.

YOUNG PINE,

because all the large trees are no longer standing, but are either taken away or are now on the ground in the shape of ton timber and waste.

EXTENSIVE LUMBERING OPERATIONS.

In this locality extensive lumbering operations have been in progress for some years, more extensive than in any other place visited by me.

PINE CUT NEAR THE WATER STILL STANDING BACK.

From the 25th mile to the 30th, where a shore survey was made, the pine is pretty well cut within half a mile of the shore, but back of this there still exists a large body of pine.

SOUTH-EAST SIDE OF THE RIVER.

Having now in this description reached the end of my base line, I will return to opposite the 11th mile of the base, on the south-east side of the river, and of from this to the Sandy Brook on Deer Pond I may say generally, that for an average distance back of one mile it may, to

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the extent of one-eighth its whole area, be described as pine timber land, that is to say, in this strip of ten miles long there is slightly over one square mile where a lumberman would care to operate.

EXTENT OF TIMBERED LAND.

From the Sandy Brook up to the Grand Pond branch brook appears from the lake to be, up to near the tops of the hills, with a few exceptional places, well timbered with pine, and there is probably in this distance eight square miles of well-timbered land.

On the right bank of the river and lake, above the thirtieth mile, for what of it I saw, appears moderately well timbered; but one can hardly form any estimate of the extent of pine timbered land here, unless he were to explore it on foot, since the country is very flat, and the character of the wood cannot therefore be easily seen from the water.

AMOUNT OF TIMBER.

To give a rough estimate of the extent of fine timbered land from the mouth of the Humber to the Grand Pond Brook, I should say that in all there is not less than twenty square miles, which would on the average yield five trees of from one thousand to two thousand five hundred superficial feet each to the acre. This would give three thousand two hundred trees to the square mile, which, at an average board measure of say one thousand five hundred feet, gives per square mile four million eight hundred thousand superficial feet. This multiplied by twenty gives ninety-six million feet as the quantity of standing pine yet on the Humber. There may not be half this, and there possibly is much more.

To pretend to give an accurate estimate, no matter how true the *data* upon which it may be based for any one limited area would be quite absurd, so wide are the limits of quantity as well as quality. And where the question of quality arises, I may say that there our only available information is from those by whom it is wrought, and from its relative standing in the market. The verdict of the former I need not record, that of the latter seems to say that the timber of this district is rather above the ordinary market *run*.

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THE SYSTEM OF "TON" TIMBERING.

I cannot end this discussion of the timber of the Humber, without expressing my entire disapproval of the system of "ton timbering" as carried on here. Not one-fourth of the timber cut down is removed; that is, *three-fourths*, more or less, of the timber felled is allowed to rot on the ground, which, if taken to the mill, would yield excellent "sawu stuff." Further, only the very best trees are available for ton timber, so that the districts over which these operations extend, is, although not all *thoroughly* cut, rendered uninviting to the mill-men, or as they are called "loggers."

TIMBER "BERTHS."

In my preliminary report I have recommended the sale of timber berths beyond the reach of the present base line, from a reference to Mr. Murray's survey. This is of course a temporary expedient, and only resorted to in view of the urgency of the case, although it is the usual practice in one, at least, of the Provinces of Canada, to cause the licensee, to bear the expense of a survey for his particular "berth." Such survey being only valid when made by a *Provincial Land Surveyor*, and returns of said survey being deposited at the Crown Land Office.

SALE OF TIMBER "BERTHS."

In Newfoundland, however, I should recommend, for special reasons, that where a berth is sold beyond the limits of the survey that the licensee be made responsible for the correct location of his berth, from data furnished him from a reference to the plans now in your hands. There cannot be any difficulty whatever about this.

EXAMPLE, FOR TEMPORARY LOCATION.

Take as an example block eleven in the Gander district, one which is beyond the reach of the survey. "The north-west corner of this block will be found by measuring ——— feet along the line of high water mark on the left bank of the Gander River, southwards from the mouth of the brook marked as Salmon Brook on the *plan* furnished, and thence ——— feet in a line true west." Having stated the compass variation, which will be found on the plan, the remainder of the description is straightforward enough. And any block whatever

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can be similarly defined without the slightest trouble. When a transit line exists within reasonable distance, say six miles, that should, of course, be made the point of reference. Such a case as that considered will hardly arise on the Humber, as there the base line is adjacent to the greater part of the well-timbered land.

LAND SURVEY FOR COLONIZATION.

The plan, as proposed by Mr. Murray, of a land survey for colonization purposes of this district is, as you are already aware, to run a base line parallel to the general trend of the valley, and upon each side of this base to lay out townships containing thirty-six square miles; and further to sub-divide each township into sections of

ONE SQUARE MILE EACH.

How these sections are afterwards divided is of minor importance, so that it be symmetrical; except the "base line," the survey is of course not to extend to other than ground available for agricultural purposes or as timber berths; and if the latter only, the township bounds are all that is required. The importance of such a scheme as this to a new country, can only be fully appreciated by one who has had occasion to notice the endless muddle in which land lines are in some of the older parts of Quebec, Nova Scotia and New Brunswick.

PROJECTED LINES.

The base line for this district is now run out up to a point in the vicinity of Coal Brook from the Corner Brook, in all a distance of about twenty-three miles, and in direction North $47^{\circ} 44'$ East, *true* bearing. This is marked on the plan in *blue*; the *red* showing projected lines.

EXTENSION OF THE GENERAL SCHEME.

For the more definite location of timber beyond where the present line exists, as also the extension of the general scheme, it is desirable that the present "base" be produced as far as timber in any abundance is known to exist.

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PORTIONS AVAILABLE FOR COLONIZATION.

Further, I consider it desirable that portions of this district should be immediately made available for colonization, and I wish to recommend that the Sandy Brook Valley and the vicinity of Coal Brook be first blocked out. All that for the present is required of this work, together with the producing of the base line, could easily be accomplished in one season, besides the marking out of lines for local roads.

QUESTION OF ROADS.

And now that the question of roads has introduced itself, it may be well to consider how, when the water, at present the only means of inter-communication, is closed, this district is to be put within reach of the outside world

HUMBER ARM.

At present the Humber Arm, in connection with all ports on the west coast, is closed for nearly half the year, during which time it is entirely isolated ; none attempt to go there and none leave it.

ROAD WANTED ON THE WESTERN SHORE.

A road is certainly wanted on this western shore ; one which would connect the various settlements with a winter port and take the form of a "main trunk road," generally parallel to the line of the coast. It should be made to pass through the best lands, that it might thereby serve the double purpose of opening up the country and of offering much greater facilities towards the carrying on of business in the already established settlements.

Such a road as this, if it were judiciously located, so as to intersect the best tracts of land in its course, would be a very great attraction to immigrants to settle, and being settled it could much the more easily be kept in repair.

It is true that as a rule it is not usual to prepare roads in advance of settlement, but this is at once in advance of and behind settlement. Behind, as regards its primary object, to connect existing settlements ; in advance, as concerns its secondary though by no means less im-

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portant object. Custom and immediate benefit to the state sanction a "grant" on the first ground. A promising investment on the second, adds to the desirability of making such.

THE CONNECTING POINTS WITH EXISTING ROADS.

And now comes the question, "Where are we to look to as the connecting point with existing roads?" West from and outside the Peninsula of Avalon—I have been informed—the only bit of road is something not much better than a bridle path from Channel, passing through Codroy to the Highlands, a distance of about fifty miles. Mr. Murray, in his report for 1873-74, has fully treated the subject of a road between Codroy and Bay St. George, and the line proposed by him, the advantages of which he points out very clearly, is marked in *red* on the accompanying map of his survey of the Bay St. George and Port-a-Port districts. The choice is between this proposed line and a road, taking advantage of the partly finished road over the Cape Anguille mountains, to connect the Highlands with Bay St. George.

MR. MURRAY'S PROPOSED LINE.

The length of Mr. Murray's proposed line would be about sixty-five miles. This finished it would then remain to connect Bay St. George and the Bay of Islands, and this would most readily be done by a line following as nearly as possible the Indian winter route between those places.

This route I have shewn by a *blue* line; its length would be somewhat less than fifty miles. An *air line* between the points measures forty-four miles. For the first twenty miles of its length this road would pass through a good agricultural country, and the remainder for the most part over a barren and rocky country, through which, however, I am not led to anticipate any difficulties in the way of constructing a common road.

The total length then of a road which would be required to connect the Humber with the nearest winter port is one hundred and fifteen or eighty-five miles, (according to whether Codroy or the Highlands be assumed as the connecting point), besides the much required improvement in existing lines of road.

In the absence of sufficient data our estimate of the cost of constructing such a line of road is of course out of the question. I would

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say, however, that I do not imagine that the cost of constructing the shorter line will be found to fall far short of that which would be required to build the longer one. This is of course due to the much rougher country the former would be required to traverse.

On the Humber I have marked also in *blue* what would still further be necessary to connect the projected townships on Deer Pond with this road. A ferry would occur near the mouth of the Humber, after which the route would be up the Wild Cove brook, where, between the mountains, a very easy and level line of road is obtainable to the upper level country on the banks of the Humber and Deer Pond. This and the bit marked westward from the Corner Brook are of a more local character, and I do not conceive that they call for government aid beyond perhaps the mere marking out of the line.

Of the tract of country through which I passed in crossing from the Humber to Hall's Bay, I will not attempt any description, for the reason that my visit to it was a very cursory one, and besides that, Mr. Murray has already furnished you with a much more minute account of it than it would be possible for me to give. For this, then, I beg to refer you to his report for 1865. I have only to mention that I found some lumbermen at work just below the Sandy Pond, where they have been since last winter. They report the pine lumber in this district to be abundant, but small; that is, it will not square more than from a foot to eighteen inches. Also, that since Mr. Murray's survey, what of land and wood that was then not burned on the Indian Brook, has since been; so that now from the head of the Birchy Ponds to within a few miles of Hall's Bay, on both sides of the stream as far as the eye can reach, not a green speck of any kind is visible, the very soil itself—if there ever was any—seems to have been burned away.

On the north side of Hall's Bay, near its mouth, a fire had, on June 13th, just started, and promised to wipe out everything of value remaining above ground in the vicinity. The origin of this was that a man had lit a fire to boil his kettle, and when leaving had neglected to stamp it out.

Near the mouth of the Indian Brook there are some limited operations in lumber going on, and a small steam saw mill stands on an island in Hall's Bay, near by.

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THE GANDER RIVER DISTRICT.

The first thing here was a fire, and my first work to try and put it out. Fortunately its proportions were still small, and a slight rain having occurred, my party succeeded in completeing what the rain had left undone. Otherwise this might have become the cause of serious damage to the surrounding country.

There are a few fishermen settlers on the Gander Bay, and the furthest inland is the summer house of a salmon catcher, about a mile from the river's mouth. This man sets his nets completely across the stream, where he keeps them during the whole time the salmon are going up the river, that is, from early in July until the middle of August. That this should be allowed is most disgraceful, and I am informed that other rivers on the north shore are barred in the same way. A respectable *permanent resident* ought certainly to be appointed as inspector for each and every river where salmon are caught. A very small sum annually would serve for this purpose, and the future advantages to be derived from such a precaution now must be apparent to any one who gives the matter a moment's thought.

The office of visiting inspector in this connection is quite a useless one, for as soon as his back is turned the same game is resorted to, and continued until his next visit is on the wind.

The geographical situation and extent of the river and lake has recently been ably discussed at the hands of Mr. Murray. It is, therefore, unnecessary for me again to refer to it.

The character of the soil, in the portion of the district to which my survey extended, has been very carefully marked on the map accompanying my preliminary report, and it would be superfluous to repeat it here. In general, I need only say that the soil in the vicinity of the river is good, and in a large measure quite suitable for agricultural purposes from the mouth of the river to within four miles of the Great Lake.

Here the river widens considerably, and on the left bank for miles back and onwards to beyond Careless Cove, there is one of the finest tracts of land conceivable in a wooded country. The soil is chiefly of a dark rich loam, and it is thickly covered with a "second growth"

REPORTS.

of young birch. I hope soon to be able to send you the result of an analysis of a sample of the soil from this place.

The country on the right bank opposite this is more broken, though in any other place, apart from so unfavorable a contrast, it would be quite inviting to the farmer immigrant. The great disadvantage here, as on the Humber, is that the best land is too far inland to be *immediately* attractive as a place of settlement.

I should add, that from a bird's-eye view that I obtained of the country in the vicinity of the townships marked five and six, that the land is without wood to a great extent, and appears to be of the character known as wet marsh. This may or may not be suitable for grazing purposes; it frequently is too much of the character of a "bog" for such.

On the plan I have marked out in *red* the tracts of land which I consider should first be opened up for settlement. This would provide homesteads, varying from one to two hundred acres in area, to about one hundred families, and this is probably not one-tenth of the really fine land in the whole district bordering on the river and the lake.

The lines actually run out on the ground are marked in *blue* on the map, while the red shows projected lines. The immediate object of the survey being the location of timber limits, it is much to be regretted that time did not admit the extension of the work into the best timber lands of the district. This fact at once raises the question, "Why was not the survey carried on where the best timber lands were known to be?" Knowing this, I considered very carefully the advisability of further departing from your instructions; but from what follows, and from other valid causes, I determined that my time could most advantageously be spent in the work as it was carried out.

Your instructions very properly advised me to take a point in latitude $49^{\circ} 16'$ and longitude $54^{\circ} 29'$ as the commencement of my survey, this being the nearest situation whose position had previously been minutely determined. The survey is now therefore definitely connected with the Admiralty Survey of the coast, as it is desirable it should be, and not an isolated patch unconnected with any fixed point, which would have been the case had the work been commenced in the interior.

Concerning the timber-yielding character of this district the map is supplied with abundant information. These notes are from my own observation along the banks of the river and the western portion of the

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lake. For the lands bordering on the central and eastern parts of the lake, they are taken from Mr. Murray's map. I do not consider that it would, from my limited acquaintance with the district, be wise on my part to enter into any calculations as to the quality of timber in the district. Mr. Murray has preceded me in this, and since his acquaintance with the district has been more extensive than mine, he is therefore more competent to arrive at a correct estimate than I am.

I can only say that my observations, so far as they extended, bear out Mr. Murray's statement, and I make here, of course, the same allowances for error that I referred to when considering the same question on the Humber.

On the question of timber I have in addition only to say what already must be known to you, namely: that none has been removed, and that the district was visited for the first time, by prospecting lumbermen, this season.

The River Gander is passable to boats of ordinary draft, except during a few weeks in the dry summer season, when only very light drafts can be *float*ed up. A few hundred dollars, advantageously spent in collecting the water into one channel, removing sand bars, rocks, etc., would render it navigable as far as the Great Lake, at all open seasons, to boats and barges of say four feet draft. Although the question of navigation to greater drafts is probably very far in the future, I may say that it does not offer any engineering difficulties to the establishment of a system of lockage.

During the winter months the river, except in a few rapid places, is frozen over, and continuous travel by sledge along its shores is quite practicable. Thus it will be seen that nature has provided a highway between this fine district and the ocean for all seasons of the year, except perhaps for a few weeks at the opening and closing of navigation.

The most immediately practical road connection between the ocean and the district seems to be between the head of Freshwater Bay and the eastern extremity of the lake, a distance of only ten miles. This is between open water and open water, for, as you already know, the Great Lake never freezes over.

Having completed my remarks upon the two districts which I visited, I will describe as briefly as possible how the lines marked out by me were "run."

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The instrument used was a five-inch transit theodolite by Elliot, and with it the true directions of the lines were determined from solar azimuths and elongations of polaris, the two methods giving a check on each other. The lines were chained with an iron one hundred feet chain, the accuracy of which was insured by occasional reference to a portable fourteen feet standard rod. At every mile of line a post was erected and securely driven into the ground with its distance marked thereon. In the Humber district, where the rough nature of the country made it possible, transit points were set only on the hill tops, with compass lines making the connection between. In the Gander district all the lines are "transit" lines.

Specimens of the rocks and soil of the districts traversed were, as far as practicable, collected, and have been handed over to Mr. Murray.

Your regulations with regard to the sale of timber "berths" and the collection of percentage dues on timber will naturally be framed from a reference to similar existing laws in the Provinces of Canada; and in this connection I beg to remind you that it would be well in places where it is not yet possible to grant licenses to impose a "stumpage" due on such timber as may be cut in these places, and that in fixing such "stumpage" or per cent. value, due reference be made to the fact that no moneys are paid for the privilege to cut this timber.

I beg to direct your attention to sections fifty to sixty-four (both inclusive) of the Dominion Lands Act, a copy of which I send herewith. I have taken the liberty to underline portions which I would like you to notice specially.

The ultimatum of this scheme, upon the adoption of which there is every reason to congratulate the Government, is, as I have already mentioned, the blocking out of all the available agricultural lands in the island; and very closely connected with this idea is that of encouragement to immigration. The connecting link between the two thoughts is that having lands to farm, farmers are wanted; close upon which follows the question of how these are to be had; the only practicable answer is, by encouraging immigration.

It is true that there are some amongst the laboring class of the present population of Newfoundland, who would do well as farmers, but the percentage who would be found ready to exchange the life of a fisher-

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man for that of a farmer, would, I think, be very small, as indeed would that of those likely to earn a living from the soil.

It is therefore apparent that if the internal resources of Newfoundland are ever to be developed, it must be largely by imported labor. And, I say it with all respect, if the present citizens of the colony ever expect their country to be looked upon favorably from without, it must be by developing these extensive resources.

For the past few years the competition between the several States and Provinces of the New World for the surplus population of the Old has been very keen, the United States, of course, securing the lion's share, whilst Canada and the Australian colonies fought for the second place, the latter having rather the advantage as to special and immediate inducements, in that it offers free grants of land to adults, and a free passage to all intending settlers.

Canada is nearer and more similarly situated to Newfoundland. I will, therefore, in the main, confine my remarks on immigration to giving a synopsis of its policy in this direction.

Until this year the several Provinces of the Dominion had independent agencies in London, in other cities of the United Kingdom, and in several of the Continental cities. Now a sub-agent only is appointed by each Province, under whom are certain special agents, and all are under the control of and report directly to the Agent-General for Canada.

Last year there were *Dominion* agencies in the following cities : London, Liverpool, Belfast, Glasgow, Paris, Antwerp, and besides these there were ten special European agencies and one travelling agent. There were also numerous provincial agencies. It is the duty of an agent to canvass, lecture, advertise and, in *brief*, use every legal means in his power to secure immigrants for the country which he represents. The mail officer on board every passenger ship is also an immigrant agent. Every device in the way of advertising is resorted to, and there are no less than nine distinct pamphlets issued by the department of agriculture, descriptive of the north-west territory alone. It will thus be seen that no pains is spared to make the country known.

In consequence of a special contract between the Government and the different steamship lines, the tenor of which is not made public,

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passenger warrants are issued to families of farm laborers and to female domestic servants, whereby they can obtain passage to Canada at the following rates (sterling money): Adults, £2 5s. ; children under eight years of age, £1 2s. 6d., and infants, 7s. 6d. In addition to this a further sum is given in deduction from passage money of £1 4s. 8d., as an Ontario refund bonus to settlers within its limits ; and for Ontario the Agricultural Laborers' Society in many cases supply the remaining pound. In this way the country obtained a considerable number of immigrants who were without means of their own, but a class of which it is most in need.

Ontario gives free grants of two hundred acres to heads of families, and one hundred additional to every member of the family over eighteen years of age. The Dominion Government gives, in its great North-west territory, free grants of one hundred and sixty acres to any person over twenty-one years of age. In addition to this, unappropriated lands may be purchased at the rate of \$1 per acre ; but not more than six hundred and forty acres, or one square mile, can be bought by the same person. In all cases, of course, reservation being made of mineral lands by the Government.

In 1873 the Dominion and Provincial expenditures for immigrants was \$511,252. The number of immigrants reported to have settled in Canada was 50,050, and the total cost *per capita* was therefore \$10.20.

In addition to this the following remarks may be of value :—

1st.—In Manitoba and the North-west Territory the Dominion Government grants sometimes a town site in addition to the free lands of any township. The proceeds of the sale of which goes to opening up roads.

2nd.—No *direct* assistance is provided by the Dominion Government in the way of opening up roads in lands offered for settlement ; but the Provincial Governments sometimes do give such assistance.

3rd.—Immigrants *sometimes* settle in advance of roads being made, taking advantage of the rivers and lakes.

In addition, also, I would suggest the building of a limited number of houses, to be paid for in annual instalments by the tenants.

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As a model, I have thus laid bare to you the scheme adopted by the Canadian Governments for the encouragement of immigration, and I would most respectfully urge upon your Government the necessity of immediate action in this or a similar direction. And allow me to remark that half measures will not do in this matter. Newfoundland has no fair name as a *back ground* from which to work; she must, if she would attract immigrants, offer some special inducement, some marked advantage over the attractions being held out all around her. This, besides showing that her country is as good and climate as fair as any in the market, she must do, and then she may hope to be sought after.

Many of the suggestions embodied in this report are necessarily some distance in the future; perhaps further than I would like to believe, but all I hope are quite practicable and indicate with sufficient clearness the direction to which every step towards the improvement of the districts under discussion should tend. They treat of questions of vital importance to the colony, and should be dealt with as such.

My thanks are due to Alexander Murray, Esq., F.G.S., for much information received in various forms.

All is most respectfully submitted.

I have the honour to be, Sir,

Your most obedient servant,

C. H. McLEOD.

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**INSTRUCTIONS GIVEN TO OFFICERS IN CHARGE OF TIMBER
LANDS AND RAILWAY SURVEY, 1875.**

[COPY.]

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, April 24th, 1875.

NEWFOUNDLAND SURVEY.**MEMORANDUM OF INSTRUCTIONS FOR A. L. LIGHT, Esq.**

The Government of Newfoundland has determined to commence a survey for the purpose of gaining exact information about the interior of the country, and ascertaining the practicability of constructing a trunk line of Railway from the harbor of St. John's, in a westerly direction, across the island, to St. George's Bay, or the most eligible terminal point on the western coast.

I have been requested by letter from the Hon. the Colonial Secretary of Newfoundland, to plan and direct the preliminary survey, but being unable to leave my other duties here at the present time, I am glad to avail myself of your professional services in this matter, and now request that you will complete your arrangements to go to Newfoundland in May with the staff already partially organized, and, in my place, give them such directions as may be necessary to begin a vigorous examination of the country, having in view the object that I have mentioned.

Enclosed you will find a map of the country. I have drawn thereon a line through the interior, lettered A, B, C, D, E.

A is at St. George's Bay; B at the head of Red Indian Pond; D near Piper's Hole; E near St. John's; and C midway between B and D.

It is important in the first place to make a series of connected surveys between A, B, C and D, leaving the section from D to E for examination later in the season.

Three parties will be organized. I propose one party to start at A, and work easterly to B, and as considerable difficulty may be anticipated on this section, in ascending from sea level to the central plateau, it may

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be found expedient for this party to return to A by some other line, which will suggest itself to the Engineer-in-Charge ; the other parties, I propose, should start at B and D, and work towards each other until they meet.

We have already discussed verbally various matters connected with these surveying parties, and the channels by which it may be possible to take supplies into them, so that I need not allude to this matter, the more especially as definite information respecting the country can be procured from Mr. Murray, when you reach St. John's.

On the completion of the survey from A to D, the three parties, or, at all events, the two engaged between B and D, should be directed to examine and survey the country from D to E ; one party beginning at D, the other at E.

You are aware that the late Mr. Bellairs made an exploration across Newfoundland in the year 1868. I enclose herewith a copy of his Report. You will find a great deal of general information in Mr. Bellairs' Report that will be of service to the present survey, more especially on that portion of it between Piper's Hole and St. John's.

In addition to Mr. Bellairs' examination, Mr. Murray has made explorations in different directions in the interior, and I am in hope of getting from him by the next mail all the information in his possession, which will be of service to us. Should I hear from Mr. Murray before you leave, I shall not fail to communicate with you again.

In the meantime, having every confidence in your judgment, I have no hesitation in leaving the whole matter in your hands, believing that you will do everything necessary to inaugurate the Survey on the Island, with the three parties at your disposal, in such a way as will give as satisfactory results as can possibly be expected before the close of the season.

I should mention to you that the appropriation for the Survey is limited, and it will be necessary for you to exercise the strictest economy.

Supplies generally, I believe, can be had at St. John's, Newfoundland ; it will be necessary however to take some articles that cannot be procured there (mentioned in a separate sheet) with you from Halifax.

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The Staff that will accompany you will consist of three Engineers-in-charge, three Transitmen, three Levellers—the rate of pay, I presume, should be the same as on the Pacific Railway, viz. :

Engineers-in-Charge.....	\$160	per month
Transitmen.....	100	“ “
Levellers.....	80	“ “

Exclusive in each case of travelling and other expenses.

On arriving at St. John's you will be good enough to report yourself to the Hon. E. D. Shea, Colonial Secretary, who will put you in the way of getting supplies, engaging men, etc., as well as such additional assistance as may be required in connection with the Commissariat Branch of the Survey.

I send you with this 3 doz. level books, 2 doz. transit books, as well as Diaries for the use of the Engineers-in-charge, with them you will find full general instructions to Engineers-in-charge, Transitmen, Levellers, and the Staff generally. You will instruct the Engineers-in-charge to note every thing of interest that they may see respecting the physical features of the country and its adaptability for farming, lumbering or mining operations, and the plans of the explorations should embrace the topographical features of the country within as wide a limit as possible.

You informed me when I saw you the other day, that you would be able to obtain leave of absence from the Government of Quebec for about a month. I trust this length of time may suffice for the completing of the organization of the several parties, and starting them on a vigorous prosecution of the Survey. I hope to be able to visit Newfoundland myself during the season or towards its close, but should I fail, I may be obliged to ask for your good offices again.

So soon as you complete this mission, will you be good enough to report to me and describe all the arrangements that will then have been effected.

The gentlemen I have selected to form the three parties are as follows :

First party,—To begin at St. George's Bay :—

Thos. Ramsey, Engineer-in-Charge.
 Thos. Ramsey, jr., Transitman.
 W. Mitchell, Leveller.

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Second party,—To begin at Red Indian Pond :—

W. A. Austin, Engineer-in-Charge.
 W. Quinn, Transitman.
 A. G. Morrison, Leveller.

Third party,—To begin near Piper's Hole :

F. J. Lynch, Engineer-in-Charge.
 E. V. Cadman, Transitman.
 Robt. Light, Leveller.

I have ascertained from Messrs. Allan Brothers that one of their steamers will leave Halifax for St. John's on May 4th, and I have asked them to reserve passages for the Engineering Staff, ten persons in all.

In the event of your requiring funds to pay for the purchase of such necessary articles of outfit and equipment as cannot be procured in Newfoundland, and such other expenses that may be indispensable, you may consider yourself authorised to draw on the Colonial Secretary to a limited extent, not exceeding say eight hundred dollars. You will, of course, apprise him immediately of any drafts you may make, as well as all liabilities, if any, which you find it necessary to incur in connection with your mission.

Having had an opportunity of discussing the whole subject of the survey with you at length, I do not consider it necessary to add anything further to these instructions. I am satisfied you will bring to bear on this important work your usual ability, energy and judgment, and thus insure satisfactory results.

(Signed.) SANDFORD FLEMING.

List of articles necessary to take from Halifax, as recommended by Mr. Murray :—

All camp equipage.
 Good canoes.
 Two or three Indians.
 Bacon.

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[COPY.]

SECRETARY'S OFFICE,
31st May, 1875.

SIR,—

The Government request you to proceed in the steamer *Hercules* to the Bay of Islands, calling at Harbor Briton, Channel and Bay St. George, at one or each of which places you will secure the services of such additional men and outfit as you may require for the object of your mission.

On arrival at the Bay of Islands, you will run a base line for the location of timber lands, generally parallel with the course of the Humber River, commencing at a point between two and three miles in a south-easterly direction from the outlet of Corner Brook; thence crossing the Humber near the bend above the lower rapids, keeping the right side of the stream and producing said line to such distance as may be reached on or about the 5th July next. You may then discharge such men as may not be required, and proceed across the country to Hall's Bay; thence to Twillingate when you will procure substitutes for the men previously discharged on the Humber. Having supplied yourself with provisions at Twillingate, you will then proceed with your party to the Gander River, and then run a meridional base line southwards for the location of Timber limits, in Long. $54^{\circ} 29'$ West, commencing at a point on the right side of the entrance to the river in Latitude $49^{\circ} 16'$ North, nearly, continuing the Survey as far as circumstances will permit.

You will also visit Fogo, and inspect and report upon the channel being cut through a neck of land in that locality.

The Government further request that your report upon the above service shall contain your views on the general features of the country, its timber and agricultural resources and any other capabilities that you may observe.

I have, &c.,

(Signed,) E. D. SHEA.

C. H. McLEOD, Esq.

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SUMMARY OF THE NEWFOUNDLAND RAILWAY SURVEY, 1875.

To the Hon. COLONIAL SECRETARY.

SIR,—

In the year 1868, the late Mr. Walter George Bellairs was deputed by Mr. Sandford Fleming to make a cursory examination of this island from east to west, in order to ascertain roughly what capabilities its interior presented for the construction of a railroad—Mr. Fleming's opinion then being that, were such a line built, it would form an important link in the chain of the intercolonial system, and in the shortest and most direct route to Europe. This expedition of Mr. Bellairs was conducted solely at Mr. Fleming's own personal expense.

Mr. Bellairs' instructions were, first, to obtain the most reliable information regarding the character of the harbors on the east and west coast, the positions of which would be favorable as a termini; and, secondly, to observe whether or not any insuperable or serious obstacles interposed on the direct line, between such ports; and lastly, if a railway were practicable, what its length and general direction would be.

On Mr. Bellairs' arrival in Newfoundland, he appealed to me for information regarding the interior of the island; and I gladly gave him all that then lay in my power, which will be found quoted in his report; but as at that time my surveys had not extended to the southern and eastern parts—that is, to the south-east of a line drawn from Codroy by the Grand Pond diagonally across the island, the line he was desired to obtain, being unexplored, I was unable to describe with any degree of confidence. Thus he had to rely upon such information as could be derived from trappers and Indians, as he passed through the country, noting such observations as his time and very limited opportunities would admit.

The route that was followed on Mr. Bellairs' exploration was, for a great part of the distance, along or nearly parallel to the already existing telegraph line, until reaching Grandy's Brook, whence he struck into the heart of the country, and crossed over to St. George's Bay, following in the latter part of his journey, the valley of Flat Bay Brook. His general summary of the character of the country through which he passed is:—After leaving the peninsula of Avalon until reaching Flat Bay Brook—

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that which all subsequent exploration has proved it to be—a dreary waste of alternating rocky hills and ridges, with wide-spread barrens and marshes, intersected by innumerable foaming torrents, which, rushing through deep-cut, precipitous gorges, flow tumultuously into the many fiords and inlets which indent the southern shore. Nevertheless, Mr. Bellairs, while he anticipated difficulties, and the probable necessity of making many curves and deviations from a direct line, perceived nothing that could be deemed insuperable; stating, however, that a preliminary instrumental survey alone could determine the value of the physical difficulties to be encountered, the absolute mileage of the road, or the capabilities offered for construction.

Early in the year 1875 the Government of Newfoundland came to the conclusion that an instrumental preliminary survey should be immediately instituted, to determine, once for all, the capabilities of the country for railway construction, from the eastern to the western shores; and an act was passed, during the legislative session of the same year, enabling the Government to proceed with the work. In the meantime a correspondence was held with Sandford Fleming, Esq., C. E., Engineer-in-chief of the Canadian Pacific Railway, and he was invited to superintend the operation, and to appoint a corps of engineers, who should be instructed to make every effort to complete the survey within the year. Mr. Fleming, without hesitation, offered his gratuitous assistance in furtherance of the object in view, allowed himself to be named consulting engineer, appointed a staff to perform the work, and expressed his intention, if possible, to inspect the initiation and completion of the survey. The latter part of the programme Mr. Fleming was unable personally to fulfil; his many engagements, in connection with the Canada Pacific and other important public works, absorbing all his time and attention; but he deputed as a substitute Alexander L. Light, Esq., C. E., a well known and experienced engineer, to act in his stead—one who has earned a most favourable reputation, as being the constructor of a large portion of the Intercolonial Railroad, which is generally acknowledged to be nearly, or altogether, the most perfect road on the continent of North America.

As, during my geological investigations, between the years 1868 and 1875, I had made many extensive surveys of the interior, by means of following up the great leading arteries and keeping up a system of triangulation from the most conspicuous heights, to harmonize and connect the whole work, I was consulted by the Government, and subsequently by Mr. Fleming, and asked to state my views regarding the general direction to be followed by the engineering parties; and also to describe as far as my experience would permit, the probable character of the

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country, and the line I should suggest, would pass through. I accordingly drew up a plan upon my small-scale geographical map, dividing the whole line into nineteen sections or parts, with written memoranda of each section, concluding with remarks regarding the bringing forward of supplies. These data were immediately forwarded to Mr. Fleming; and these with some modifications have been the basis on which the work proceeded and has since been accomplished. Mr. Light accordingly proceeded from Quebec, accompanied by a corps of engineers, early in May last; but owing to the state of the Newfoundland coast—which was at that time so blocked up with ice that the Atlantic steamers were unable to reach St. John's—he was detained over a fortnight at Halifax, and did not reach this place until the 19th of that month. Immediately on landing, Mr. Light proceeded to this office, becoming a guest of my house; and from the same date until the 7th of June we were both incessantly occupied in discussing the routes to be followed, the difficulties to be encountered, especially in the commissariat department; drawing out instructions, selecting men for the parties, equipping tents, testing instruments, &c. Arrangements completed, the last of the parties left this on the 7th of June.

After due consideration, it was determined that the survey of the interior should be accomplished during the summer months, as the whole length of the line, from end to end, to be passed over was known to be an uninhabited wilderness, and where there would obviously be many difficulties in bringing up supplies, reserving the survey of the Peninsula of Avalon for the operations of autumn, or even, if necessary, of the earlier winter months; as in any portion of that country the parties would be comparatively near to settlements, and within reach of their base of supply.

The extreme termini of the proposed survey were at St. John's harbor on the east, and at St. George's Bay, on the west coasts; and the primary operation resolved on was to run a connected line between Come-by-Chance, at the head of Placentia Bay, and the Seal Rocks, at St. George's harbour. The corps of engineers was accordingly divided into three parties, which were respectively distinguished as sections or divisions A, B, C. In determining the routes to be taken by the different parties, Mr. Light modified the directions given in my plan, by connecting the extreme points upon the map by straight lines, which were to be followed, as near as circumstances would permit, by the surveying engineers. Thus section A was to run from the Seal Rocks, at St. George's harbour, towards the entrance of St. George's River, at the extreme head of St. George's Bay; and thence, nearly on a parallel of latitude, between $48^{\circ} 31'$

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and 48° 32' north, to the extreme head of the Red Indian Lake. Section B was to run from an established point where section A would terminate at the head of Red Indian Lake, and to follow, nearly on the same parallel of latitude, to the Gander River. Section C was to commence at the most convenient place for entering into the isthmus of the peninsula of Avalon, near the Come-by-Chance river, and thence bear, as nearly as practicable, in a straight line, for the point indicated on the Gander, as the eastern termination of section B.

The officers of the parties were thus subdivided :—

SECTION A.

Mr. Thomas Ramsey, *Chief*.
 “ W. A. Ramsey, *Transitman*.
 “ R. N. Light, *Leveller*.
 “ J. H. Lovell, *Topographer*.

SECTION B.

Mr. W. A. Austin, *Chief*.
 “ Wm. Quinn, *Transitman*.
 “ A. G. Morrison, *Leveller*.
 “ J. J. Morris, *Assistant Transitman*.

SECTION C.

Mr. F. J. Lynch, *Chief*.
 “ J. Cadman, *Transitman*.
 “ W. C. Mitchell, *Leveller*.

The distances to be traversed in an air line were nearly as follow :—

	M. C.
On Section A, say	60.40
“ “ B, “	80.00
“ “ C, “	84.00
	<hr/>
	224.40
	<hr/>

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But following the actual courses run, these were much increased ; and probably, on the whole, the measured distances may be assumed, in round numbers, to amount to nearly 250 miles. The rate of grade given in Mr. Light's instructions was, if practicable, to be confined to 1 in 100.

Each party had an appointed gang of from 25 to 30 men all told, consisting, besides the instrumentalists, of a foreman, chain bearers, a few Indian guides, and general laborers, and provided with all the necessary stores requisite for a campaign of three months, together with canoes and material for the construction of temporary boats, rafts, &c.

On the 2nd of June the party under Mr. Ramsey was despatched by the steamer *Hercules* for St. George's Bay, where it was safely landed on the 5th. The labors of the survey commenced rather inauspiciously on the same day—a boat containing their tents, provisions and other articles, getting swamped at the entrance of "the Gut" (a very dangerous place always), when some of the stores, but fortunately no lives, were lost.

Mr. Ramsey then, after cursorily examining the ground, took his departure from the tide marks, near the outlet of St. George's River, leaving the interval between that point and the Seal Rocks—which was comparatively easy ground—to be surveyed on his return to the coast. His traverse then followed generally up the valley of the St. George's River until he reached the water-shed between it and some of the minor tributaries of the Exploits, which, having crossed, he descended the slope on the south-east side to the bed of that river, touching it at the base of the Red Indian Lookout, between seven and eight miles above the western extreme of the Red Indian Lake. He reached the latter point about the middle of August, having successfully accomplished his section, without having encountered any insuperable or indeed very serious obstacle throughout. The summit reduced level attained on the culmination of the traverse was 1220 feet ; and the reduced level from the same data, at the part struck upon the Exploits River, was 550 feet—or 82 feet above the normal surface of Red Indian Lake. The gorge of the river at this point is precipitous ; but a location line can be found on the left bank a little higher up.

Mr. Ramsey's staff at this time was weakened by the loss of two of his officers, viz. : Mr. Lovell and Mr. R. N. Light, who were obliged to return to the coast in consequence of ill-health ; but their absence was in some degree compensated by the activity and energy of his foreman, George LeMoine, and an admirable gang of men, who worked well and

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steadily to the end, and returned to the coast in the best of health and spirits. The steamer *Tiger* having been ordered to pick up the party at St. George's Bay, they arrived at St. John's on October 2nd, when Mr. Ramsey and his son immediately commenced to re-organise for another expedition on the peninsula of Avalon, to be mentioned further on.

Mr. Ramsey describes the country traversed by the line as being about equally divided into alternating tracts of forest and marsh, until reaching the watershed, which is in great part a barren waste, spread over by many fine sheets of water of large size. These latter were found of great service in facilitating the advance of the camp equipage and stores, which were moved for long distances in boats, extemporised for the occasion, ingeniously constructed of a rough frame enclosed in the tarpaulin canvas ordinarily used for the protection of the goods from the weather. There are considerable intervals of good land near the sea-board, between the Seal Rocks and St. George's River, and also in the valley of that stream itself, where the timber, pine, spruce and fir, in many cases reaches a fair size and appears to be vigorous and healthy. The slope downwards to the Exploits is to a considerable extent barren country, with marshes and patches of wood scattered here and there; but the lower grounds and banks of the main stream are generally densely covered by forest, amongst which there may frequently be seen pine and other timber of good quality.

Section B, under Mr. Austin, left Saint John's on June 7th, by the steamer *Leopard*, with instructions to proceed up the Exploits River, with all possible despatch to the head of the Red Indian Lake, where this survey was to commence, and where section A was to terminate. In consequence of the state of the coast, which was at this time greatly encumbered with ice, the party did not reach Exploits, Burnt Island, until the 16th of June. It then proceeded by schooner to Upper Sandy Point and landed there on the 17th. At this place eight men were engaged for one week constructing two flats to supplement the canoes, which were found insufficient for the transport of the supplies, whilst the remainder of the party, accompanied by Indian canoe-men, at once proceeded up the river with the first instalment of stores. The moving of the commissariat was a tedious process and occupied no less than 28 days, the whole flotilla of canoes and boats being incapable of carrying more than one-third of the material at a trip involving three ascents and two descents of the whole length of the river, including the lake, a distance altogether of 500 miles. Within that time moreover two depots or *caches* were established, one 16 miles up the course of Noel Paul's Brooks, the other about 7 miles up the Victoria River, to be conveniently near to the intersection of the proposed

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line. In consequence of these delays and difficulties the survey was not fairly started until July 22nd.

On that day Mr. Austin took up his starting point 1000 feet to the westward of the extreme head of Red Indian Lake, and 25 feet above its average level, viz. : 428 feet. This datum was taken from my estimate on the survey of the Exploits in 1871 ; but the reduced level brought up by Mr. Ramsey from St. George's Bay places the surface of the lake 468 feet, consequently making a difference of 40 feet in Mr. Austin's reduced level all along the line. Allowing for this difference the altitude attained at $6\frac{1}{2}$ miles would be 810 feet ; eastward of which the traverse runs upon level ground, varying in height above the sea between 800 and 990 feet, till reaching $20\frac{1}{2}$ miles, or about 5 miles eastward of the Victoria River, after which it rises, and at 26 miles the height is 1076 feet. At 41 miles the maximum height was attained, 1229 feet, near Noel Paul's Brook, beyond which the descent was gradual to the Great Rattling Brook at fifty-one miles, where the reduced level was 1015 feet. The descent then continues all the way to the Gander, which is reached at eighty-five and a half miles, with a reduced level of 412.50 above the level of the sea.

For about fifty miles, or between the commencement of this section till reaching the proximity of Great Rattling Brook, the country proved to be a continuation of dense forest, with a few insignificant intervals of swamp or marsh, the course running nearly parallel, or slightly oblique, to the ridges, which, in common with the topographical features of the country, generally run about north-east and south-west. Beyond the Great Rattling Brook the country opens out into a succession of rolling barrens, with occasional scattered woods of stunted growth, the surface of the ground strewn with innumerable boulders, many of enormous size, being sometimes observed to reach upwards of forty feet in perpendicular height ; and this character obtains to a greater or less degree to the end of the section.

The wooded country west of the Great Rattling Brook contains a large amount of valuable timber, consisting of pine, spruce, tamarack, yellow and white birch. There are also, in smaller proportion and smaller size, cherry, mountain ash, maple, and a variety (I believe) of sycamore, known on the continent as moose wood.

The pine trees observed on this part of the line, especially near the Victoria River and Noel Paul's Brook, are described as frequently being very numerous, of good size and of vigorous growth. I am informed by

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persons of experience who were on the expedition that the pine over large areas would give an average diameter of over two feet, and that the spruce, although generally inferior to the continental spruce for sawing into boards, was of the very best quality for shipbuilding purposes. Tamaracks of the larger or higher qualities are not so plentiful; but many sticks were seen of large size and of the best possible description, some reaching a thickness of upwards of two feet, while in some exceptional instances the diameters were found to be three feet.

Section C, in charge of F. J. Lynch, Esq., C. E., left St. John's on the 7th June, by schooner *Voyager*, with a working party of about twenty-five men, for Heart's Content, Trinity Bay, where the officers of the staff, Messrs. Cadman and Mitchell, joined them, having been sent overland in advance by Harbor Grace. Thence they proceeded to Bay Bulls Arm, where they landed with all their stores and equipage on the 10th of June.

Having finally made all necessary preparations for the ensuing campaign, the datum of levels was taken from H. W. M., Trinity Bay, and a traverse run across the isthmus to Come-by-Chance in Placentia Bay. On this traverse the height of land was found to be two hundred and fifty feet. In accordance with his previously received instructions, Mr. Lynch chose a point of departure at one hundred and sixteen feet above H. W. M. in order to suit the southern section intended to enter the peninsula of Avalon. Had no such requirement been necessary, Mr. Lynch would have chosen a point lower down in the valley of Come-by-Chance brook, as likely to give a better line. The banks of the Come-by-Chance were found to be sufficiently flat for the location of a railway; and were traced upwards for about nine miles to a lake from three hundred to six hundred feet wide, and a mile long. The line of survey followed the watershed between Trinity and Placentia Bays, to avoid the steep slopes of the hills, till obliged to descend and cross the Come-by-Chance brook at the foot of the rapids below the lake at a reduced level of one hundred and seventy-seven feet. The line then skirts the western shore of the lake for about a mile, rounding off to the westward at the foot of the Powder Horn hills, till the divide between the North Harbor and the Come-by-Chance is reached at station 500; reduced level two hundred and thirty feet. Up to station 500 the line followed nearly in the direction indicated by Mr. Bellairs; but Mr. Lynch, after having made a detailed examination of the Powder Horn, North Harbor and Piper's Hole ranges of hills, found it necessary to deviate from Mr. Bellairs' line of route, and to strike to the northward in order to attain the passes through the North Harbor and Clode Sound hills. The watershed of North Harbor and Random was reached at station 740, fourteen miles from the commencement; reduced

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level four hundred and thirty feet, not more than four miles from the south-west arm of Random. Here commences the ascent proper of the North Harbor hills, the summit being reached with grades chiefly of one in a hundred at station 1050; reduced level seven hundred and ninety-five feet. The descent of the west side was found objectionable, and an alternative and an improved line was found by falling back to station 894, and rising the hills on the Random side of the divide, to reach the summit pass at station 1045—reduced level 735 feet—which effected a saving of over four miles in length and sixty feet of a rise; but to do this a grade of sixty feet to the mile was required throughout. Mr. Lynch thinks it possible that a line with easier grades may be found by crossing the watershed at station 740, following the Random side by making a double or S curve, and joining the last line described at station 1000.

Mr. Lynch describes the valley of the Come-by-Chance and slopes of the Powder Horn hills as being well wooded at many parts, the timber consisting of spruce, tamarack and white birch; and the same character applies to the country between the Powder Horn and Black River hills; but towards the North Harbor hills the ground is hummocky, spread over by many ponds and marches, with rocky peaks here and there breaking the desolate monotony of the scene. The surface at many parts is well covered with stunted scrubby trees, and is generally strewn over with boulders. Between stations 500 and 1045 the country is devoid of soil, supporting only a deformed and scrubby growth of dwarfed timber, with peat resting on the naked rock. A little grass grows in the brook bottoms, the beds of the same being gravelly.

Descending the North Harbor Hills, with an easy grade, the Black River Lake is passed on the north side at station 1280; reduced level 593 feet. From Black River Lake the line runs between it and Tit, or Upper Black River Lake, and, skirting the latter on the south side, the summit of the Clode Sound Hills' Pass is reached at station 1401—reduced level 638 feet—through a very favorable country. The descent to the south-west branch of the Clode Sound River, near station 1528—reduced level 510 feet—is then made, with a grade of 1 in 100 for $2\frac{1}{2}$ miles, on a spur of the main hills and through somewhat heavy woods, consisting of spruce, tamarack and birch. Both north and south of the summit pass, and to the north of Black River Lake, the country is very rugged and precipitous, peaks to the north rising to a height of 1200 feet and forming a divide between the waters of Random in Trinity Bay, Clode Sound in Bonavista Bay, and Black River in Placentia Bay. To the south the peaks rise to about 1000 feet, and at but a short distance the hills divide into the North Harbor and Black River ranges. The length of the

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measured line to station 1401 is about twenty-seven miles, though it is only eighteen miles on an air line. Shortly before reaching station 1528 the hill country, through which the line hitherto passed, changes to the more uniform though by no means more level, rolling marshes and barrens of the interior. From stations 1508 to 1800 the line runs through a very level country, chiefly of marshes and barrens, with many small ponds and patches of woods. At station 1800 the measured distance on the line amounts to thirty-five miles, which was reached on or about the 2nd of August, when the stock of provisions became so reduced that it was estimated that they would not hold out beyond the 24th of the same month, and, in consequence, Mr. Lynch had great difficulty in maintaining subordination among his men.

From station 1800 the line was taken over a sharpish rise to station 2010 on the summit of the Bear Ridge, the watershed between Clode Sound and Piper's Hole, at a reduced level of seven hundred and fifty-four feet; but a good section, with easy grades, is to be found further to the south by a pass. From station 2010 to 2670 the section is easy to the Partridge-berry Hills; the reduced level of the latter station being seven hundred and sixty-five feet; and forward still to station 3800 gives a most favorable profile, terminating at reduced level seven hundred and thirteen feet. The line at this latter part passes near the great lake known to the Indians as Meelpegh, and the waters of the Terranova River, station 3760—reduced level six hundred and sixty feet—reaches the bank of the south branch of the Terranova, the largest stream crossed on the section. The ascent of the second Bear Ridge is then made to station 3930—reduced level eight hundred and sixty feet—the continuation of the ridge to the northward being very rough and irregular. At station 4305—reduced level six hundred and seventy-two feet—the north branch of the Terranova River was crossed, rising immediately afterwards up the Middle Ridge, where the work was unavoidably stopped at station 4500, and at a reduced level of nine hundred and ninety-four feet. The region towards the Gander River presented an improved aspect, more especially in the growth of timber and the absence of the innumerable ponds hitherto found on the line; those seen being of more extended areas. Had the line been continued one hundred feet further down, a valley would have been crossed to the south of a large lake, the water from which flows into the Gander River.

The next ridges in succession are the two Wigwams, with their intermediate valley, containing Great Gull Pond and river of the same name, which flows to the northwest, and also falls into the Gander. The western-most of these ridges, at its northern extremity, joins with the

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Berry or Drogue Hills ; thus forming a fork from which a stream flows to the south-west, and finally into the Gander. The line, had it been continued, would have run south of the Wigwam ridges and followed a south-westerly course along the stream last alluded to, and would finally have tapped the main Gander River.

It appears to me, and Mr. Lynch's experience seems to corroborate the same view, that the line should diverge to the northward after getting through the Clode Sound Hills, where the ground seems to be in every respect more favorable, first, for construction, and, secondly, as regards the nature of the soil ; and thence to reach the head-waters of the Gambo and tributary streams of the Gander, thus avoiding the necessity of crossing ridges and saving the consequent local deviations which were found necessary on the air line.

In the foregoing account I have gone into more minute detail in describing Mr. Lynch's section C, because, in reality, the district he had to encounter presented more formidable difficulties than any other part of the whole line. The chief of these difficulties, and indeed all the trouble and annoyance which followed, laid in the forwarding of the commissariat. The total weight of the inertia at starting amounted to 15,000 lbs., all of which had to be carried on men's backs. Mr. Lynch was not supplied with canoes, and even if he had been, they would only have been an additional weight to carry over a great part of the route. Again, much of the route traversed a country so covered by ponds and lakes that one-third of the whole area appeared to be of water, which necessarily had to be crossed or followed around ; but the former proceeding was impracticable for want of material to construct rafts, while the latter alternative, being unavoidable, entailed excessive labor. On an average the line work had to be stopped for two days in each week to allow all hands to be employed packing and bringing forward the supplies ; and the men, being unaccustomed to the work, gradually became exhausted, and many fell into the sick list, some of whom, being too ill for service, had to be sent out to the coast with an escort. Thus the services of from four to five men were lost altogether for several days at a time. I have already stated that provisions began to fall short on the 2nd day of August, and would probably not last beyond the 24th of that month. This danger being imminent, the laborers broke out into almost open mutiny, which was only overcome by the personal presence of Mr. Lynch who, by patience and conciliatory measures, succeeded in restoring order.

He established small depots of provisions along the line of march, to be ready in case a retrograde movement became absolutely necessary, and he

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sent an Indian out to the telegraph station at Black River with a message to head-quarters, to send on more supplies. These supplies were at once forwarded; but, owing to some mistakes in the manner in which they were transported, and the inefficiency of the men employed to carry them, they were of little avail, a great portion of the much-needed supplement being consumed before reaching the camp.

As already hinted, some individual instances of turbulence and dissatisfaction occasionally manifested themselves in Mr. Lynch's party, which also tended to retard the work; but some allowance must be made for the men being unused to such operations, so much so that they were at times on the point of breaking down altogether.

During the whole time, and under many difficulties and discomforts, the instrumental work was carried on steadily and skillfully by Mr. Lynch's assistants, Messrs. Cadman and Mitchell, whose conduct throughout is most highly to be commended.

On his homeward route, Mr. Lynch crossed over to Mount Sylvestre (of Cormack), which he ascended, and had a splendid view of the surrounding country from its summit.

The general character of the region he describes as consisting of immense tracts of marsh and barrens, interspersed by innumerable lakes and ponds in all respects resembling the country traversed by the surveyed line. He reached Black River on the evening of the 14th of September, where he was rejoined by the remainder of his party on the following morning. They proceeded thence by boat to Great Placentia, where they found conveyances to carry them to St. John's by road, arriving there on the 21st of September.

Before reviewing the progress of the survey through the Peninsula of Avalon, I consider it necessary to give an outline of a survey made under my direction by my assistant, Mr. Howley, of the upper waters of the Exploits River, as bearing upon the facilities offered for railway construction towards the southern shores of the island.

Mr. Howley was instructed to proceed with all possible despatch to the Exploits, to ascend that river to the Red Indian Lake, and then to take up certain points indicated where my survey terminated in 1871, and trace the upper waters as far as practicable; to ascend all the most conspicuous heights and connect the surveys of former years by triangulation; and, finally, to cross over the region which lies between the sources of the

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Great River and the southern coast towards Lapoile or some other favorable harbor.

While Mr. Howley's survey was thus essentially in furtherance of the geological investigation; he was enabled and instructed to render occasional aid to the railway engineers; and finally to observe and roughly to estimate the probable feasibility of carrying a line of road to a seaport which might be made available all the year round.

He found the continuation of the river above Red Indian Lake to consist of two main branches, running nearly parallel to one another—the Exploits proper and the Victoria branch—which pointing remarkably straight in a south-westerly direction, finally terminate in a labyrinth of interlocking waters which flow to the south and to the west. From the water-shed, the sources of the Great Codroy and the streams of St. George's Bay were described on the one hand, while the waters of the Lapoile, the White Bear Bay and Grandy's Brook were respectively observed on the other. At the end of sixteen miles from Red Indian Lake the Exploits proper expands into Lloyd's Pond, which is six miles long by an average of three-quarters of a mile broad, and again into George 4th's Pond (of Cormack), at forty miles above the same lake. The Victoria branch, which enters the Red Indian Lake about four miles above the outlet, expands at the end of forty-eight miles into Victoria Lake, a splendid sheet of water, above which the river continues for a vast distance, and finally terminates, interlocked with the south falling streams.

The height of Lloyd's Pond was found by aneroid to be 620 feet above H. W. M. The height of King George 4th's Pond was 1237 feet, and that of Victoria Lake 1160 feet above the sea. The summit level attained on the traverse of the water-shed was, by the same means, found to be about 2000 feet. From a little distance above the point where Mr. Ramsey's section A struck the Exploits to King George 4th's Pond, Mr. Howley represents the left bank of the river to be generally level, tolerably well wooded and favorable for railway construction; and he is of opinion that although there are some obstacles to be encountered in getting around some of the hills surrounding the said lake, that these are not by any means insuperable, and that after having crossed over to the eastern side of the main river a tolerably level plateau will be found in the region of the eastern sources of the Lapoile, from whence an easy section, probably not over one in one hundred, can be carried downwards to the north-east arm of the Lapoile Bay or Inlet. The distance followed on Mr. Howley's traverse from the main Exploits—twenty-two miles above King George 4th's Lake—to the northern extreme head of Lapoile

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Inlet, is twenty-five and a half miles ; but on an air line it does not exceed twenty and a half miles. My own observations, together with the results of the survey, of which the above is only an imperfect sketch, convinces me that the great highway to the western regions of Newfoundland is to be found by the valley of the Exploits, and that connection, by railway or other roads, is only really practicable or expedient by that route, whether the terminus may be at St. George's Bay, on the southern coast, or at both. With the exception of a portion of Mr. Lynch's section C, which is susceptible of considerable modification and improvement, the whole line passes over, or very close to, available land capable of supporting a large population and containing many wide tracts of fine timber. It crosses, moreover, a considerable area which, there is every reason to believe, will prove to be of mineral value ; and, by terminating at St. George's Bay, it leads to a place which might and ought to be the nucleus of a large settlement.

SURVEY OF THE PENINSULA OF AVALON.

In consequence of certain changes in connection with railway matters in the Dominion of Canada, Mr. Light was prevented from fulfilling his intention of revisiting Newfoundland in autumn, for the purpose of reorganizing the parties for the survey of the Peninsula of Avalon, and of personally inspecting the surveys accomplished in the interior. I therefore was requested by Mr. Fleming to assume the temporary superintendence of the survey operations, and to report progress. Accordingly, on my return from a special mission with which I was entrusted by the Government to Notre Dame Bay, I made arrangements for the return of the parties from the interior, and then reorganised for an autumnal campaign.

Mr. Lynch, with the C division, arrived at St. John's on the 21st of September ; the men were paid off, and the reformation of a new party immediately commenced, many of the original members volunteering for another term of service. Some unavoidable delay occurred in renewing camp equipage generally, which had suffered much from the rough usage of the previous three months, and the work was not fairly commenced till the 29th of September. The same tents and other equipments were again used, and every device of economy was strictly applied. Previous to the last-mentioned date, I accompanied Mr. Lynch in casually examining the contour of the ground immediately in the vicinity of St. John's, in order to determine approximately the most favorable position for a terminus and the location of a line.

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Mr. Lynch is of opinion that three distinct alignments are practicable at this terminus, in which grades of one in one hundred would not be exceeded. They are, first, to start at H. W. M., Riverhead, and follow the north branch of the Riverhead Brook as far as practicable, with grades of one per one hundred; then, crossing over, to run around the point of land between the two branches of the same stream, thus gaining considerably in length, and, finally, running up the south branch and joining the line now surveyed at the height of land. Second, to start from a point on the north side of the river, sufficiently elevated to enable the height of land on present line to be reached with moderate grades. Third, to start from H. W. M., near the Galway or Shea's wharf, running through a low neck into the valley of Quidividi, thence behind the city, and, finally, joining the surveyed line at or beyond the height of land.

The final selection from these three lines of route was left for further consideration; but in order to avoid interference with the more valuable property on the north side of the harbor, Mr. Lynch ran the preliminary line on the south side, following the south branch of the Riverhead Brook to the height of land. The datum started from was H. W. M. at the Long Bridge at Riverhead, and the height of land was reached at the end of six and a half miles, with a reduced level of five hundred feet, showing this, the most direct route, to be only possible with grades ranging from 1.10 to 1.60 per one hundred, or from fifty eight to eighty-four feet in the mile.

From this point to Manuel's Brook, station 750, an easy section with good grades was obtained, followed immediately by a grade of 1.20 per one hundred for one mile and a half; but this could be reduced by keeping further to the north.

At station 1138 a divide is crossed at an elevation of seven hundred and sixty-three feet, and shortly after, at station 1205, the water-shed of Conception and Witless Bays is crossed at a reduced level of seven hundred and twenty-five feet, a favorable section and good grades being obtained.

At station 1340 another summit is reached at an elevation of eight hundred and sixteen feet. From this point the country gradually assumes a more broken and rugged aspect as the Hawk Hills are approached and rounded, and the water-shed of the Holyrood streams reached at station 1740. These Hawk Hills are an isolated range about one thousand feet high, with three peaks rising to about eleven hundred feet and extending about six miles in length. The country beyond this last point was found

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to be the most difficult in the district, but several routes appear to be available, the special merits of each of which can only be ascertained by actual survey of each.

The line actually run descends rapidly on the western slope of the Hawk Hills, chiefly on steep sideling ground, and with a grade of sixty feet to the mile—it being necessary in following this route to make a complete sweep at a certain point where a lateral range occurs—to gain the natural slope of the country. This grade of sixty feet to the mile is of about two miles extent, easier grades being adopted as soon as the slope of the Hawk Hill is left.

At station 1970 the Big Holyrood River is crossed at an elevation of three hundred and seventy feet, a descent of three hundred feet being made in about four and a half miles, and the most difficult part of the line is past.

Beyond this the chief obstacles to the survey were the numerous ponds, many of large size and of considerable depth. The profile, now in many cases heavy in this neighborhood, can no doubt be materially lightened by judicious location, though at the cost of its length. The Holyrood and Salmonier road is crossed near the eighth mile post at station 2220 and reduced level four hundred and ninety feet.

From this point to the place of junction with Mr. Ramsey's survey, at station 2666, the numerous ridges run at nearly right angles to the line, which, together, with the many lakes, gives a heavy broken profile, though favorable for construction, the breaks being in all cases short. On the present alignment two short tunnels would be necessary, one of six hundred feet, the other two thousand feet in length; but the longer of these could be much reduced in length, or avoided altogether, by a detour to the north.

The rock of the country is either slate, granite or gneiss, and gravel can be abundantly procured from back of Holyrood to the termination of the line, at the junction of division A with Mr. Ramsey.

There are tracts of good land throughout, except in the neighborhood and east of Cochrane's pond, (where the country is burned) and adjacent to the high land on the Witless Bay line. The best quality of timber was observed to be through a tract, about ten miles long, westward from the west side of Cochrane's pond, which is there interrupted by the barrens of the Hawk Hills, but improves again after passing that range, and

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is particularly good on the west side of the Salmonier pond. On Manuel's brook fine intervals exist, composed of a rich dark soil, now covered with a luxuriant growth of weeds.

Mr. Lynch remarks that "the numerous ponds offered no serious objection to the building of a railway, as they are so situated in the majority of cases as to admit either of draining wholly or partially at a very small expense. Moreover, the streams connecting them are usually of the smallest dimensions; and where lakes would be crossed by embankment, a culvert of small size at one side would suffice. No expensive structure would be required on this division; the largest stream to be bridged over being Manuel's brook, for which sixty feet would be ample; Big River and Colinette River being crossed high up their courses, smaller structures still would be necessary.

The junction with Mr. Ramsey's survey was effected on the 3rd of December; and during nearly the whole time, from the day of commencement (29th September) till that date, the party were exposed to most unfavorable weather for their operations. Heavy rains and gales of wind continued in rapid succession, till replaced by sleet and snow; fogs were constant and thick, and much interfered with the exploration. Fortunately severe frost set in during the latter half of November, closing the ponds and greatly assisting the work; and when the junction was affected with section A, there was from eighteen inches to two feet of snow upon the ground, travelling through which was exceedingly laborious.

Mr. Lynch concludes his report to me in the highest terms of approbation of the conduct of his two assistants, Messrs. Cadman and Mitchell, who, he says, with untiring zeal and unflinching persistence, used every effort for the speedy completion of the work under great climatic disadvantages. Of Mr. Lovell also, as topographer, Mr. Lynch speaks most favourably in every respect.

Section A, under the control of Thomas Ramsey, Esq., C. E., arrived at St. John's on October 2nd, as already stated in a previous part of this report. The party were quickly reorganised and ready to commence their labors about the 7th of the same month. Comformably with some suggestions made to me by Mr. Fleming, I directed Mr. Ramsey to explore the middle section of the peninsula of Avalon, commencing a few miles inland from Chapel Arm, Trinity Bay, and thence to run northerly towards the LaManche mine, where some difficult country was anticipated. He was then directed to retrace his steps to the place of commencement, and to work southerly, rounding the conspicuous hill known as Spread Eagle Peak; and finally

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to shape his course towards the forks of the Rocky River, near which river I anticipated sections A and C would join. The party accordingly was despatched to Brigus and Bay Roberts, by road to Portugal Cove, and thence by the steamer *Lizzie* across Conception Bay. Carts having been procured at Bay Roberts, the party with all the necessary equipments, were taken across to New Harbor in Trinity Bay, and thence to the telegraph station at Chapel Arm in boats; a canoe and a depot of provisions having been deposited in the meantime at Brigus, as contingent against requirements as the work approached completion. This programme was carried out in its entirety, excepting that after crossing the Dildo River of Trinity Bay on his southern line, Mr. Ramsey found it expedient to make a somewhat easterly detour, and to move through the Hodgewater country, and to the northward of Ocean or Big Barren Pond. The parties A and C met, as has already been stated, on the 3rd of December, having thus completed the appointed sections very satisfactorily. The party arrived at St. John's on December 5th, and the remainder of the time, until the announcement of the arrival of the mail steamer *Caspian*—by which the engineers were to return to the Dominion—was so fully occupied in arranging with the men and making general settlements, that I had little opportunity of examining the details of the section, further than by cursorily glancing over the field notes and drawings. From what I could gather in conversation with Mr. Ramsey on the subject, no serious obstacles were encountered anywhere, and a great part of the line, especially between the valley of the Dildo River and the Hodgewater, passes over a level country, in many parts heavily timbered, and generally of a fairly productive soil. There are extensive marshes between Dildo River and the waters of Chapel Arm; but these might, in many parts, be utilized and portions effectually drained and made available as grazing grounds.

SECTION B. About fifteen miles of the latter part of Section C having been unavoidably left incomplete as it approached the Gander River—as has already been stated—and a connected survey was in all respects most desirable, I suggested that a store of provisions should be sent, by way of Fogo, to be forwarded up that stream to meet Mr. Austin, with a letter of instructions to that gentleman to cross to the eastern bank of that river after he had reached his terminating point, and to continue his line until he joined the place on the Partridgeberry Hills where Mr. Lynch was forced to retrograde. This was done accordingly, and the goods, together with my letter of instructions, were sent on by the steamer *Leopard* to J. Fitzgerald, Esq., J. P., of Fogo, on 20th September. Mr. Fitzgerald most promptly used every effort to accomplish the desired object by at once engaging men and boats to ascend the Gander, intrust-

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ing the letter of instructions to an Indian, who was to ascend the river after having stored the supplies, and, if possible, meet Mr. Austin's party before it reached the point indicated for its termination. This expedition failed in its object almost entirely from the inclemency of the weather, which prevented the possibility of the goods being taken to their destination in Gander Bay, thence to proceed up the river before the 27th of September. In the meantime another expedition was attempted to intercept Mr. Austin, by sending Mr. Costigan with a very trustworthy Indian, John Barrington, to go back upon Mr. Lynch's line, and beyond, until they struck the intersection of the Gander; at the same time sending on a store of supplies to Black River Telegraph Station, to be in readiness to meet the party as it emerged from the interior. This expedition was taken round to Placentia Bay by the surveying steamer *Gulnare*, and was safely landed at Black River on the 23rd of September, when Mr. Costigan and his companion at once started on their errand. They succeeded in coming upon the party on the 2nd of October, but too late for the accomplishment of the object in view, as Mr. Austin was then in full retreat to the coast by way of Bay D'Espoir, his men being shoeless and almost destitute of clothing, with but a limited supply of provisions left. A telegram from Conne River, dated October 6th, announced the arrival of the party at Bay D'Espoir. The steamer *Cabot* was immediately engaged to proceed to Gaultois, where Mr. Austin was instructed to meet her and at once return to St. John's. The *Cabot* left on October 7th, but from stress of weather, or some other cause, she only arrived at Harbor Briton on the 14th of that month, where, however, she was met by the party, it having come round from Gaultois by a sailing vessel. On the 15th the *Cabot* arrived at St. John's and the party was landed. A reorganization was at once commenced. From the last-mentioned date until the 28th of October, Mr. Austin and his assistants were busily engaged in making up their field work, plans and sections, and in settling with the men for their first instalment of services. On that date the B division, being fully equipped and reorganized, were despatched by the steamer *Walrus* for Bay Bulls Arm, Trinity Bay, where the survey was to commence and where the party was landed on the 30th of October.

Mr. Austin's instructions were to take up Mr. Lynch's original starting point at the commencement of section C at Come-by-Chance, and thence to run into the isthmus of the peninsula of Avalon in the direction of Bourdeaux Head, keeping near to the Placentia Bay side, until nearing Great Southern Harbor, whence he would have to bear more inland, and find for himself a practicable line through the hills of Lamanche and Rantam. Once a passage was found through these hills, where, I antici-

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pated, there would be considerable difficulty, Mr. Austin was directed to run his line to connect with the northern extreme of Mr. Ramsey's survey on section A. The party arrived at Heart's Content, Trinity Bay, on the 1st of December, having accomplished the survey most satisfactorily; proceeding on the following day to Harbor Grace, where meeting the steamer *Cabot* on the 4th, it was conveyed to Saint John's on the same day. As Mr. Austin's time was almost entirely occupied on the 5th and 7th in finally arranging with the Government and paying off his men, and it was necessary that he should be prepared to leave Saint John's for Canada by the 8th, I had no opportunity of examining the details of his survey, or of getting more than a few particulars from himself; but I was both pleased and somewhat astonished to find that the country where I had all along anticipated the greatest difficulty would be encountered had been completely overcome, and a good section run without the necessity of constructing a tunnel at any part of the line. The maximum reduced level was four hundred and seventy-nine feet; and the place of junction with section A was, in measured distance, twenty-one and one-eighth miles from Come-by-Chance, and the reduced level three hundred and fifty feet.

The mail steamer *Caspian* arrived at Saint John's early on the morning of the 8th of December, and two out of the three parties, viz.: Messrs. Ramsey's and Austin's, with the assistants, took passage by her to Halifax, on their way to head-quarters at Ottawa; while Mr. Lynch and his assistants, with Mr. Fleming's consent, remained here to finish their plans and sections, and report to me the various details of their explorations.

GENERAL REMARKS.

Thus terminated the preliminary survey for a railroad across the Island of Newfoundland, which has for ever set at rest all further questioning as to the practicability of such an undertaking. With the exception of the small hiatus of fifteen miles on the east side of the Gander, the whole island is connected from shore to shore by actual measurement and level; while the results of Mr. Howley's investigation in connection with former work of the Geological Survey have brought all the leading geographical features into one compact whole, which, in due time, will be accurately drawn out upon a map. An immense amount of most interesting topographical detail was also effected by the engineers, which, when reduced to scale, shall be entered on the map I am now preparing; upon the surface of which any one, so inclined, may with ease and confidence find all the physical characteristics delineated, and a means of acquiring a just estimate of the country's natural resources.

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Questions have arisen from time to time, in St. John's and elsewhere, and occasionally found expression through the press, as to, first, the practicability of a railroad being constructed at all, and, secondly, if such is to be constructed, the advisability of following the line now surveyed, rather than a direct line by the southern shore, to terminate at Port-aux-Basques or Cape Ray, and, thirdly, whether local lines of road from bay to bay were not preferable to any direct line of any kind whatever. As I have had more experience than most people, and have made a study of the geography of this island, and whereas it so happens that many or most of the critics who have expressed very confident opinions on the subject have seldom or never been three miles from the coast line, perhaps a few remarks from one who knows, or ought to know, the facts regarding such matters, may not be considered presumptuous or misplaced.

First of all, then, I desire to shew that the directions indicated for local lines of road are geographically objectionable, and, secondly, that the so-called direct line by the southern shores is a fallacy, both in point of construction and even of actual length, and for the following reasons:—

Every one who has passed along the coast of Newfoundland must have observed the bold, high and rugged nature of the cliffs which present themselves at all parts, but on the southern shore in particular. The exceptions to this character are only to be found on the main leading hydrographical features, such as particularly the Exploits, the Gander and the Humber Rivers, with their estuaries. These and other streams, with their valleys, conform with the general topographical character, as presented by the ranges of hills and the greater indentations of the eastern and western sea-coast, and they flow over immense distances as they proceed from the general level of the great interior plains. The rivers on the southern shore, on the other hand, which take their origin on the same level as the Exploits, fall within a very limited distance in a succession of foaming cataracts and turbulent torrents into the deeply cut inlets of the sea, shewing that the rise on the land must be always abrupt and often inaccessible. Now, it requires but very slight engineering knowledge to perceive that, by keeping near to the shores of the great bays the line of road must, in all cases, cross the ridges at right angles or diagonally, while to cross the streams and gorges the very *maximum* of bridge and viaduct construction must be required.

In like manner, the so-called direct line, parallel to the southern shore, would be found, if duly followed, to be a succession of precipitous rises and falls for nearly the whole distance, around which curves would be required so constantly as probably to nearly

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double the represented distance in an air line, while the innumerable streams to be crossed would involve as great an expense in structural work as would suffice to cover the cost of building the whole road along a valley or upon a height of land. On the other hand, by following the line of a valley or of a water-shed (in other words, keeping off from the coast as much as possible), the higher tracts are reached with easy grades, and the very *minimum* of construction is requisite.

Further, I have it in my power to shew, and will be glad of an opportunity of explaining, to any one curious in the geography of the country, that the only really practicable route to get to the southern seaboard *must be found by the valley of the Exploits*; and the terminus there, as I have already stated, will probably be neither at Port-aux-Basques nor Cape Ray, but at Lapoile. But there are other reasons for not ignoring St. George's Bay as one of the termini under any circumstances—one very important reason being that the harbor there is the most convenient and central of a mineral region. That coal exists in that region is certain, and that it may to some extent be made available, I see no manner of reason to doubt; that the geological character of the country over a vast area, extending to the northward of Bonne Bay, gives promise of the presence of metallic ores, seems well assured; that the Humber Valley contains marbles of nearly every shade of color—some of the saccharine variety vieing in purity with the far-famed statuary of Carrara—is well known; and, finally, that there is nothing less than one thousand square miles of country—including the Humber Valley—scattered over the region, in every respect worthy of being reclaimed, I reassert with confidence, many opinions to the contrary notwithstanding.

Mr. Lynch's section C certainly passes through a desolate country, chiefly consisting of marshes and barrens for nearly the whole distance, until approaching the valley of the Gander, where it was intended it should join with Mr. Austin's section B. This will be found indicated, to some extent, in my "Report of Progress" for 1869-70. But were this section to be somewhat modified in its course after leaving the Clode Sound Hills—through which a good line has been established—and made to bear in a northerly direction and to cross the Terranova River at an inconsiderable distance above the Terranova Lake, and thence still north into the level country drained by the Gambo and the Gander Rivers, a nearly straight line on a parallel of latitude would thus be followed to St. George's Bay, with a moderate grade throughout, which would either pass through, or skirt close by, a series of fine, heavily-timbered and fertile tracts of country, until tapping the Upper Exploits above the Red Indian Lake.

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Mr. Ramsey's section A goes through more or less of a rugged country between the Red Indian Lake and the head of St. George's Bay; but it is by far the shortest as well as easiest route across the long range of Laurentian Hills, and it terminates finally at an excellent harbor and at a place capable of being the nucleus of an extensive settlement. In Mr. Austin's section B, I have that gentleman's authority for stating that nearly the whole distance from Red Indian Lake to the Gander River is so densely wooded that his party rarely encountered an opening of a mile or even less in extent; and Mr. Costigan, who is an experienced woodman and lumberer, and who travelled over a great part of this central region, states that the pine trees, over extensive areas, are of good size and quality, while the spruce, although inferior in some respects to the continental spruce, is of the very best quality for shipbuilding purposes. Section B also crosses over, or passes directly north of, a country which, judging from its geological character, is likely to prove of importance as a mineral region.—*See my Report for 1871, pp. 15-18, and also my Report for 1870, p. 33.*

As regards climate and the possibilities of agriculture being properly pursued, Newfoundland is not, by any means, so bad as has often been represented. True indeed it is that the eastern seaboard and this (St. John's) immediate part of it, in particular, suffer much from the effects of the cold arctic currents which, ice-laden, pass along their shores; but even here in St. John's the drawbacks of a late spring are greatly compensated by the usually long continuance of fine weather in the fall, which allows barley and oats to ripen well as late as the middle or end of October; and if we may be allowed to judge from the experience of those who have spent much time in the interior (among whom I am one), the rigors of the coast are to a great extent modified there, and fogs are exceedingly rare.

Mr. McLeod, in his recent report of the timber lands, quotes statistics to shew that the climate of St. George's Bay ranks before that of Nova Scotia, the Province of Quebec or Manitoba, and is second only to that of Ontario, the finest part of the British North American dominions.

Every one, now-a-days, appears ready to admit that the Bay of Notre Dame is destined to develop itself into a great mining region. Supposing, then, that there were some half a dozen such establishments as Tilt Cove and Betts Cove in Notre Dame Bay, the mining population alone would amount to many thousands of souls, to say nothing of horses, cattle and the like. Now, I would ask, is it reasonable or desirable that all this vast accumulation of living beings should be dependant for their supplies,

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or the very means of existence, upon another country, while most of the essential necessaries might be grown at their own doors? There are, beyond all doubt, many places bordering on the great Bay of Notre Dame where oats and barley, turnips and potatoes can be cultivated as well as in any part of Nova Scotia, and grass crops can be raised as well, if not better, as in the most favored regions of the Dominion.

When those regions are more fully developed, connection with St. John's will become an absolute necessity, as may be recognized at this very moment, when communication by sea is utterly impossible. This is evidenced by the recent return of the steamer *Hercules*, in a disabled state, from an encounter with the ice near Cape Freels. She was laden with hay to supply the horses at Betts Cove, and her failure in reaching her destination, in all probability, will involve the destruction of many noble and valuable animals.

I can hardly conceive a more bitter reflection upon the present helpless state of the country than this very instance of a great and important industry being almost paralysed for want of a material which might be raised in unlimited abundance at nearly all parts of the same bay. The extension of a local line of road from Norris's Arm, in Exploits Bay, to tap the railway line near the Gander River, would greatly alleviate, if not absolutely cure, all this; as it would not only give direct means of communication through the island, but would be a strong incentive to emigrants to settle upon and clear up the land.

Finally, were a railroad or indeed any road, once established as a connecting link between the capital and the western shores of the island, and means taken to encourage settlement legally and systematically, those regions which are now only a prey to fire and pillage, and the resort of lawless marauders and smugglers who owe no allegiance nor contribute any revenue to any nation or colony, and whose trade, whatever it may be, passes over to the Dominion of Canada or to the United States of America, would at once become in reality, and not merely in name, an integral part of the colony of Newfoundland, to which nature has evidently designed it should belong. The arguments which have so often and fatally been used against the possibility of anything good coming out of Newfoundland are no longer tenable. The island is no longer a *terra incognita*. It has been explored more or less throughout its entire length and breadth, and the summing up of all the evidence tends to shew, what I have long endeavored to prove, that its capabilities, in many respects, are of a very high order, and all that is required to put it on a footing

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with the other colonies is, first, roads, then legitimate—in contradistinction to illegitimate—settlement.

The diligence, courage and zeal displayed by the chiefs and assistant engineers in carrying out their instructions, and, finally, in completing a survey through a totally uninhabited wilderness of nearly three hundred and fifty miles on an air line, and that accomplished within about six months, cannot be too highly commended.

The plans and profiles drawn by the respective surveying engineers will be submitted to Mr. Fleming for approval, who, as consulting engineer-in-chief, may perceive some modifications to be recommendable.

When these have been duly examined and approved, Mr. Fleming will, no doubt, be prepared to give an estimate of the probable cost of construction.

The general direction of the line may be followed upon the small-scale map which accompanies this report.

ALEXANDER MURRAY.

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 REPORT OF THE POSTMASTER GENERAL, 1875.

GENERAL POST OFFICE,
St. John's, 21st February, 1876.

SIR,—

I have the honor to present to the Governor in Council, to be laid before both branches of the Legislature, my Sixteenth Annual Report of the Post Office Department, accompanied with Returns and Statements, numbering from one to fifteen, containing all particulars relating to that branch of the public service, for the year ended 31st day of December, 1875.

The correspondence passing through this Office continues increasing, as will appear from the figures underneath :—

LETTERS.

Received and despatched in 1875.....	474,652
Ditto ditto 1874.....	442,205
	<hr/>
Increase over 1874, received and despatched.....	32,477
	<hr/> <hr/>
Number of Registered Letters, 1875	3,820
Ditto ditto 1874	3,457
	<hr/>
Increase in 1875	363
	<hr/> <hr/>

At the Dead Letter branch of this Office 2,182 unclaimed letters were received during the year ; 1,826 have been returned to the writers in Newfoundland and other countries where they originated, leaving 356 in the Dead Letter Office unclaimed.

POSTAGE STAMPS.

The amount sold in 1875, viz., \$10,283.44, shews an increase of only \$57.2, over that of 1874. The Post Office feels the effects of a failure

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in the Fisheries, as much as any other business. As an instance, the correspondence to and from Harbor Grace and Carbonear districts, fell off nearly 20 per cent. the past year.

MONEY ORDER OFFICE.

The comparative statement of business transacted in this Office the past five years shews that the number of orders issued has increased from 1183, amount \$24,961.81 in 1871, to the number in 1875 of 1,864, amount \$38,526.40.

In August last I communicated to the Post Office Department at Washington, United States, the desirability of establishing the Money Order system between the United States and Newfoundland, and *vice versa*. In reply to my proposal they were pleased to state that, as the amount of Money Orders in small sums to be transmitted between the two countries was too small to warrant the very considerable expense for Money Order Books and for Clerks salary, which would be incurred by the establishing of an International Money Order system, they declined entering into the proposed arrangement, but suggested a plan by which the Money Order business can be carried out, viz.: through the medium of the head Money Order Office in Canada.

In accordance with this suggestion I submitted the matter to the Postmaster General of the Dominion, asking his assent thereto, and it affords me much pleasure to state that he has in the most kind and prompt manner given his unqualified assent, and that he has also communicated the same to the Postmaster General, Washington. Those Departments are now engaged in making the necessary arrangements for its coming into operation 1st April.

Arrangements have also been made with the India Office for the exchange of Money Orders between India and Newfoundland and *vice versa*. Many Money Orders cannot be looked for in that quarter.

Owing to several applications having been made from time to time at our Office, for Orders payable on the Continent, I was induced to bring the subject under the notice of the authorities of the Imperial Post Office, London, shewing the necessity of some scheme, by which an exchange of Money Orders, between Newfoundland and the European Continent could be effected. In reply it has been stated that it would entail upon the Department the keeping of intricate accounts, and other

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unenumerated duties, and had therefore been rejected. As this is a matter of some importance to the public, I shall renew the application at some future time.

THE BERNE TREATY,

concerning the formation of a General Postal Union, was signed at Berne on the 9th October, 1874, the object being to establish a uniform rate of postage on all mail matter embraced therein. The postage on a single-rate letter was fixed at 25 centimes, equal to five cents.

A copy of the Treaty, accompanied with a despatch from the Secretary of State, was transmitted to the Governor for the consideration of the Government, and subsequently sent to me to report thereon. After giving the matter due consideration, and having learned that Canada had not entered into it, I came to the conclusion that it would be inexpedient to entertain the question before we had any knowledge of its practical working in other countries.

The Treaty in question has led to a considerable amount of vexation and inconvenience in this country. Not so much the Treaty itself is the cause, but through the error of assuming its operation had extended to Newfoundland. Owing to this mistake, a large portion of the foreign correspondence, and also that from the United Kingdom, reached the London and other offices (in which mails are made up for Newfoundland) insufficiently prepaid. The consequence was that, according to British postal regulations, a fine of three pence and the deficient postage was taxed on each letter—thus a single-rate letter, insufficiently paid one cent, would be taxed seven cents.

Such was the case in Canada until it was relieved by reducing the Postage on correspondence between the Dominion and United Kingdom, from six to five cents. Having brought the matter under notice of the Executive, they promptly authorized me to propose to the Postal authorities in London a reduction of the Postage between the United Kingdom and Newfoundland from six to five cents, and that our Government would make a similar reduction between Newfoundland and the United Kingdom. A reply is expected by the next mail.

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FRANKING PRIVILEGE.

I have in my last annual report called attention to the abuse of free correspondence under the franking privilege. It becomes my duty to speak of it again, with the view of abolishing altogether or at the least confining its operation within proper limits.

Public notice was given of the regulations governing free correspondence; but there seems to be much indifference to conform to that notice. The result is much vexation to Officials claiming the privilege, and also to the Post Office. It is not proposed or desired that Government Officials should be personally taxed for the transmission of public correspondence. Whenever it has occurred I have always recommended the parties aggrieved to pay the postage, stating that the Government were willing to pay any amount incurred on public account when properly certified, but the Officials do not appear satisfied with this course.

I would therefore propose that such public Officers (outside the Executive) as the Government may think necessary should have an allowance of postage stamps, subject to a proper accountability, and that the sums necessary therefor should be appropriated out of the General Revenue.

I would also here beg leave to remark, and it should be borne in mind, that the franking privilege extends only to correspondence of a public character, and it cannot be used for private correspondence without abuse of the privilege; neither does it apply to sending printed papers, books or other articles in sealed envelopes.

NEWSPAPERS.

Books, Pamphlets, Circulars and Post Cards, under our present Postal regulations, have assumed a very prominent feature, and are increasing so much that the portion of the building allotted for that service is quite inadequate for assorting and prompt delivery, consequently much delay and inconvenience is caused. From a rough calculation it is estimated that over one-and-a-half million Newspapers and Circulars have been received and despatched during the past year. The number received exceeds by two-thirds those despatched.

In previous reports I have called the attention of the Government to the unrestricted transmission of local newspapers through the mail. Also the very great expense it has entailed on the Department for labor, mail

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bags and transit, and requesting that a small tax be levied on them, say one cent for two ounces or under. This tax would not apply to newspapers sent direct from the office of publication, but only to those sent by private parties, and would in a great measure check the abuse and contribute something towards the expense attending their transmission.

To show how far this abuse is carried, I will mention a case which occurred a few days since. Two large bundles of newspapers were posted in St. John's, addressed to a person in an outport, about 150 miles distant. The parcels were duly forwarded by mail, but when they reached their destination, the addressed had left for St. John's; consequently they were sent back redirected. Subsequently, the person applied at the Post Office for newspapers, and when the two bundles were tendered to him, refused to take them, stating he had no knowledge of the person who had been for some time sending him old papers, that he never read or even opened them. This is but one of many cases which could be cited with reference to the abuse of permitting transient papers free.

DIRECT STEAM.

The ships of the Allan line have, as heretofore, performed their work very regularly. Ice on the coast, end of April and early part of May, prevented their calling here the two first trips in the spring, and severity of weather caused them to be over time, one trip each in November and December.

LOCAL STEAM.

The fact of the boats on this service being prevented starting on the regular days from unavoidable circumstances, the changing of ports of call, together with the length of coast to be traversed, number of places to be called at, and boisterous weather, rendered it most difficult to carry out the service regularly. Notwithstanding all these difficulties, the boats performed their number of trips, with exception of one to the north, the season being so far advanced it was not considered prudent to enterprise it. I regret the service was irregular on account of the contractors, who, I must say, at all times evinced the utmost willingness to give satisfaction and despatch to the mails, which for the causes stated was impossible.

There is too much work required from these boats; the number of ports to be called at and the delay at each place renders it difficult to perform

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the work efficiently within the allotted time. There should be an auxiliary boat to make up any deficiency arising from accident or otherwise. The mail boat should not be taken off the route for any purpose; punctuality ought to be the rule not the exception, and the contract adhered to on both sides.

The service in Conception Bay was brought to a close by the loss of the *Lizzie*, on 15th November last. Fortunately no loss occurred other than that of the vessel. The mail service was made good overland, two trips each way per week, with one trip round the Bay, per steamer *Hercules* or *Cabot*, weekly, until the end of the year.

LABRADOR.

A mail service, arranged with much care, was provided for this section of the country by employing the steamship *Ariel*, during the fishing season, calling at every harbor of importance on the coast, and exchanging mails fortnightly with northern mail steamer. After the completion of the Labrador service, the *Ariel* was to have been employed on the west coast, between Channel and Bonne Bay, calling each trip at the ports in the Straits on the coast of Labrador. Unfortunately this arrangement was frustrated by the untimely loss of the vessel, which occurred on the 12th September.

This accident would have caused very serious inconvenience to those engaged in the Labrador fishery, were it not for the promptitude of the Government in providing without delay a special steam service to fill up the blank caused thereby.

The loss of the steamship *Ariel* is much to be regretted, as she was a very suitable boat for the service. To perform the work in an efficient manner, however, two smart boats are required, one each for the north and west parts of the coast.

NORTHERN MAIL ROUTE.

Much pains have been taken to render this service as efficient as possible. Last winter extra couriers were placed on the route where reported to be needed; yet it has its drawbacks, and requires time and experience to remedy them. It is the most difficult and intricate service the department has to contend with, to connect and embrace within the postal limits the numerous scattered settlements in that large and

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populous district; but I trust that this winter's experience will lead to further improvement and extension so much to be desired.

While referring to this route, I respectfully submit the desirability of making this service fortnightly instead of monthly, connecting therewith all the northern districts, including North Side of Trinity Bay and South Side of Bonavista Bay. This boon in the absence of Telegraph communication, would be hailed with delight by the inhabitants of the northern settlements, and would be a great relief to our overburdened couriers, who complain grievously of the constantly increasing weight contained in mail bags.

It has been suggested that it would be of much importance to the northern districts, and also to St. John's, if a mail for the District of Twillingate and Fogo were forwarded by the steamship *Tiger* on her next trip to the West, to be despatched from Harbor Briton *via* Conn River for Exploits, &c. The messengers on their return would probably bring the very earliest intelligence of the Seal Fishery, which will be looked for with much interest. A similar service was performed last year. I therefore beg leave to recommend it.

THE SAILING PACKET SERVICE

is just as usual dragging its slow length along.

Although no actual complaint has been made of its shortcomings, I can learn that there is much latent dissatisfaction prevailing in their localities of a lack of energy on the part of the masters.

This has not passed unnoticed by the Post Office. On every occasion of irregularity they have been called to strict account.

Further to stimulate them to better exertion, they have been notified that in future their services would be paid for by the round trip, not as heretofore by an annual subsidy. I trust this will have a salutary effect. Indeed the mail service rendered by these Packets is of little value, and I fear cannot be turned to much better account. Inefficient as they are, to abolish them would cause much grave dissatisfaction, unless something better were substituted for them. In the winter time the service of these boats is totally unreliable, from the bays getting frozen up, therefore many very important settlements are cut off from all communication until the bays are clear of ice. Last Winter the *Trinity*,

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Catalina and Bonavista mails, which were despatched from St. John's, accumulated in New Perlican for over two months, waiting the breaking up of ice. Ultimately they had to be brought back and forwarded to destination *via* Random, and at a considerable expense.

Under these circumstances it would be well to consider the utility of discontinuing the services of these packets from first January to first April.

PACKET SERVICE, CHANNEL TO BONNE BAY.

As the steamer *Ariel* was to have been employed on this service after the fishing season at Labrador was brought to a close, the sailing packet *Mayflower* was engaged for three months, or more if Government desired. Unfortunately her services were prematurely concluded, from this vessel having been so disabled in a gale of wind as to render her unfit to continue on the route, just at the time when the loss of the *Ariel* made it necessary to keep her still employed. This caused a blank in the mail service for some time, until the steamship *Merlin* was placed on the route in November, and made two complete round trips to all the ports of call.

The overland winter service commenced after the arrival of steamship *Tiger* at Channel in January.

NEW MAIL ROUTES.

During the year the following mail routes have been established, viz. : For the Straight Shore, from Greenspond to Gander Bay, connecting Musgrave Harbor and intermediate places. On Cape Shore, from Placentia to Branch in St. Mary's Bay, connecting all settlements between and from Oderin to Flat Islands in Placentia Bay, all of which are in full operation.

New Way Offices have been organised and put in operation at the following places, viz. : Clark's Beach, Cupids and Bareneed, in district of Brigus; Musgrave and Cat Harbors, in district of Fogo and Twillingate; Branch, Placentia district; and arrangements are in progress for making Toad's Cove and Cape Broyle Way Office Stations.

Many applications are now being made for new mail routes and Way Offices. It would be most desirable that the Government should act with

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great circumspection and care, and be thoroughly satisfied not only of the necessity for establishing them, but also of the probability that a reasonable amount of postal revenue would accrue therefrom, before sanctioning any further extension.

COPPER COINS.

The unavoidable accumulation of coppers, British sterling pence and half-pence, and the Colonial cent, issued in 1869, at 100 cents to the dollar, caused by the unauthorised issue of copper cents 1872 and 1873, of which 120 are given for the dollar, is a great evil, from the inability to pay out or exchange them. The law declares them a legal tender for small sums, but no provision is made for their redemption or conversion into current funds. The fact is, so much of the revenue is practically locked up, to the extent of the accumulation, amounting at present to nearly six hundred dollars.

It has really been a puzzle to the Post Office how to get rid of these coppers. If we circulate them at less than they are received they will all flow back again, and so it will be in and out, always entailing a loss of twenty per cent. to the revenue.

In bringing this Report to a conclusion, I beg to express my approbation of the conduct of the Officers employed in the Department, and more particularly Mr. LeMessurier, the Chief Clerk and Accountant, whose laborious and incessant duties are very ill requited. I very much regret that when the salaries were under revision last year, the sum (which after mature consideration) I recommended, was not accorded him. I trust this may again be reconsidered.

I have the honor to be,

Sir,

Your obedient servant,

JOHN DELANEY,
Postmaster General.

To the Honorable
the COLONIAL SECRETARY.

FISHERIES.

**REPORT OF CAPTAIN ERSKINE, R. N., ON THE NEWFOUND-
LAND AND LABRADOR FISHERIES, FOR 1875.**

FIRST AND SECOND CRUISES.

FORWARDING FISHERY REPORT.

H. M. S. "ECLIPSE,"
St. John's, N.F., 24th Oct., 1875.

SIR,—

I have the honor to forward my Fishery Report for the year 1875 ; and in doing so, I regret to have to report a very indifferent Fishery season.

This may, I think, be attributed in a great measure to the unusual lateness and severity of the season. The same quantity of ice has not been known on this coast for forty years. On the 5th August we counted in one day upwards of one hundred icebergs in the Straits of Belleisle, and an unusual occurrence took place this year, viz. : that towards the end of the season, when the cod were in some places plentiful, bait was not to be secured.

On the whole the summer has been unusually fine and dry, with less fog than is usual at that season.

I have the honor to be, Sir,

Your obedient servant,

JAMES E. ERSKINE,
Captain and Senior Officer.

Vice-Admiral

GEORGE G. WELLESLEY, C.B., &c., &c.,
Commander-in-Chief.

FISHERIES.

FIRST CRUIZE H.M.S. "ECLIPSE."

THE SOUTH COAST—CAPE RACE TO CAPE RAY.

TREPASSEY, June 9 to 11.

Found ourselves in a dense fog close to Cape Mutton ; anchored for the night in Biscay Bay, and next day, June 8th, anchored off Daniel Point, Trepassey. Fog signal much required on Powle's Head. No cod or salmon.

ST. MARY'S, June 12.

First sign of cod. One boat had thirty quintals of fish.

SALMONIER, June 16.

Shoals of caplin seen sixty miles off the coast. Heard reports of great success on the Banks from Mr. Curtis, who is, I believe, one of the few Englishmen fishing there ; he had just come in for bait, and returns.

COLINET, June 18.

Fifty-two boats belonging to the Westward taking herring bait ; seventy gone to Capè St. Mary's ground ; good sign of fish. North Harbor, forty salmon caught in herring seine ; all well.

PLACENTIA, June 19.

Three hundred western boats having returned on 18th, with from five to fifteen quintals on bultows ; caplin struck into Placentia June 10th ; very little cod with hook and line ; all well ; no complaints.

BURIN, June 21.

No fish ; no caplin ; herring bait ; no complaints ; all well.

GREAT ST. LAWRENCE, June 22.

Fifty quintals of salmon in sea nets. Good prospect of cod ; average for punt, two hands, five quintals ; forty quintals by bultows. No complaints. All well.

FISHERIES.

LITTLE ST. LAWRENCE, June 22.

Doctor performed an operation here; also, case of St. Vitus's dance. They have got over their superstition against the use of bultows.

BAY DESPAIR, June 25.

Great Jervis Harbor—Poor fishery; herring bait. People healthy; no complaints. *North Arm*—Only five families here, including telegraph station. Getting a few cod in East River.

CAPE LAHUNE, June 26.

Getting a good many salmon, and fair prospect of cod.

LITTLE RIVER, June 26.

Cod fishing very poor as yet; no caplin; herring scarce; five salmon nets at the entrance. People very poor; hand lines only used. All well and no complaints.

RAMEO AND BURGEO ISLANDS.

WHITE BEAR BAY, June 26.

Fair catch of cod, and good prospect. About fifty quintals taken by codseines on 26th. Bait scarce. All well.

LAPOLE, June 29.

Cod scarce; caplin in since June 20th; weather having been rough, much against fishing. All well.

PORT-AUX-BASQUES, July 3.

From thirty to ninety quintals cod for two men; caplin in on June 10th, plentiful. Salmon scarce, and no wonder!! All deep sea fishing handline in ninety to two hundred fathoms, five miles off shore; weather much against fishing. Men from Burgeo to Port-aux-Basques have been off the latter place all May and June. Halibut caught here up to 200 lbs. weight.

 FISHERIES.

SYDNEY, CAPE BRETON, July 8 to 14.

Left Port-aux-Basques at 4 p.m., July 7th; arrived off North Sydney 6 a. m., 8th; took in one hundred tons of coal and was at anchor off South Sydney at 4 p. m.

CODROY, July 15 to 18.

French establishment at Codroy Island, consisting of sixteen men, one schooner, seven small boats, and six stages. Very good feeling between French and English. Population on main land about four hundred and is increasing. French captain complained against use of cod seines. Heard complaint against the proceedings of French war steamer *Adonis*. Cod-fishery middling; caplin had gone; very little doing. Salmon increasing here.

BAY ST. GEORGE, July 18.

No French here. One thousand five hundred to two thousand inhabitants between the two Capes. Herring fishing chiefly; have had a poor season as yet. All well; no complaints; a clergyman and doctor; no magistrate.

BAY OF ISLANDS, July 21.

Birchy Cove, Humber Sound.—Cod-fishing very good, better than usual; caplin plentiful; crops good. Four new families in the sound; new school-house just completed, and two Roman Catholic chapels; fifteen new dwelling houses; four new fish stores; six new families in South Arm; two saw mills, both in full swing; salmon scarce. Mr. Carter, collector of timber duties, referred to me; declined to interfere.

BONNE BAY, July 23.

Cod-fishery very poor. A great many complaints, chiefly disputes, about land and the use of cod seines and trawls. Caplin plentiful; fifty tierces of salmon in the Bay; all men at the Labrador; six new families from Nova Scotia; two from Cape Breton; seventeen new dwelling-houses, six new stores, one new church; people healthy.

FISHERIES.

DANIEL HEAD AND COW HEAD.

Salmon and cod fishery good.

ROCHE HARBOUR.

More cod than Bonne Bay. Some Salmon.

PONDS RIVER, MALL BAY, July 25.

Two rivers, both completely barred by a weir and fished by a Frenchman. Frenchman and five others, thirty tierces salmon, thirty quintals of cod. Chinnick (English) and two hands, five tierces of salmon and ten quintals of cod.—(See special report.)

TROUT RIVER.

Cod scarce ; a few salmon. No complaints.

HAWKE'S HARBOR, July 25.

Two rivers fished by two brothers, Francis and Bryan Eastman, from Port-aux-Choix ; five tierces salmon ; Northeast River, two tierces salmon. Torrent, no settlers here.

KEPPLE'S ISLAND.

Three French vessels, one barque and two brigs, about two hundred men. Same as last year ; fish scarce ; bait plentiful.

PORT-AUX-CHOIX.

Five French vessels, about five hundred and fifty men. Same English as last year ; plenty caplin ; cod scarce.

ST. JOHN'S ISLAND, July 30.

Four French vessels, about four hundred and fifty men. Six English families, same as last year ; fish scarce ; caplin plenty and few herrings ; all well. Salmon scarce, and no wonder !!

FISHERIES.

ST. BARBE'S, July 30.

Cod scarce, also salmon, and no wonder! No complaints; all well. Sent a boat up rivers and found nets properly placed, of course.

FORTEAU, LABRADOR, July 31.

Five hundred quintals for two codseines; from thirty to forty per boat, hook and line; caplin plentiful. August 3, from four to five quintals, boats two hands. Salmon scarce.

BLACK BAY, August 4.

From twenty to thirty quintals per boat. Caplin plenty. All well:

RED BAY, August 4.

Seven hundred and fifty quintals, two codseines; from twenty to forty quintals per boat, two hands; one codseine, one hundred quintals, Salmon plenty in sea nets, and all along as far as Venison Tickle. Bait plenty.

CREMAILLERE BAY, NFLD., August 5.

Cod-fishery good with hook and line; salmon plenty. Four English families. No French rooms for nine years. Herring plenty. All well. No complaints. French fishery bad with codseines in different harbours around. No end of icebergs; counted one hundred and twelve one day.

CANADA BAY, August 17.

Inglee Cove.—Thirty to forty quintals per boat; seventy tierces of salmon, all told. Bait plentiful, good prospects of fish. Herring coming in. Twenty English families here. Nearest French rooms—Canada Harbor one; Cat's Cove one.

HILLIARD HARBOR.

No French room here now. Left Canada Bay 11.30 a.m., August 17th, for St. John's.

FISHERIES.

 SECOND CRUIZE H.M.S. "ECLIPSE."

Left St. John's at 5 p.m. 9th September, having on board two moose for conveyance. Arrived and anchored off Bussy Point, Gander Bay, at 6 p.m., September 10th.

GANDER BAY, Sept. 10th to 21st.

Landed the moose safely 13th September, and having kept them in a cow house for a few days, finally, on Monday 20th, turned them into the woods. Sailed next day, nothing more having been seen of them.

Average fishing in the neighborhood of Fogo, twelve quintals per man. Fish still plentiful, but bait scarce; obliged to use shell fish. Passed a schooner from the Labrador, who had four hundred quintals; belonged to Greenspond, reports fish scarce, but herring plentiful.

CANADA BAY, Sept. 22.

Plenty of cod, but no bait but shell fish. Have had a fair season—that means good. Salmon have done well.

CAPE ROUGE HARBOR, Sept. 23.

Seven French rooms, four vessels, about five hundred men. The French in this harbor have had a fair voyage—the best by all accounts on this part of the coast. Ten French vessels here preparing to go home.

CONCHE.

No French here; about twenty English families; no difficulties with the French, except complaint reported on.

St. ANTHONY'S, Sept. 24.

Two French rooms and three vessels. About twelve English families in the Bay, and about the same number in St. Mien's Bay. Bad fishery. French captain told me each ship would lose from four thousand to five thousand francs on the voyage. Salmon had been good. Complaints between French and English general here.—(*See Magisterial duties.*)

FISHERIES.

THE LABRADOR.

NIGER SOUND, HORN BAY, Sept. 25.

This is a very snug anchorage and easy of access. We rode out a furious northwest gale; barometer down to 28.55; good holding ground. October 1st, a heavy snow storm set in and lasted three days.

CAMP ISLAND, CHIMNEY TICKLES, and PLEASURE HARBOR.

Catch seventy to eighty quintals for two men. One hundred and fifty to one hundred and eighty barrels of herring per room.

CAPE ST. CHARLES.

About same catch of fish and herring. Salmon good. *Ripple*, schooner, from Bay of Islands, eight men. Summer catch—two hundred quintals cod, three hundred barrels herring, fifteen tierces salmon.

ISLET BAY.

Four schooners here.

CAPE CHARLES.

Ten schooners here.

ANTLE COVE.

Four schooners here.

SIZES HARBOR.

Fifty schooners here.

BATTLE HARBOR.

Stopped and communicated with Mr. Knight, collector of Customs, who has no complaints. Eight schooners here. Heard of no barring of herrings.

FROM CAMP ISLAND TO DEAD ISLANDS.

Herring fishery has been very good. Cod middling, and at Little Harbour great abundance of herring.

FISHERIES.

MAGISTERIAL DUTIES H.M.S. "ECLIPSE," 1875.

PORT-AUX-BASQUES.

Found North-east river of Grand Bay barred. Suspicions being directed towards William Kiddle, who had been previously warned by Commander Luttrell, he was summoned and examined. He solemnly denied having anything to do with the net, and nobody appearing, due notice having been given, it was accordingly seized, and will be sold by public auction at St. John's.—(See letter to Sir H. Hoyles.)

CODROY.

Breach of the Peace.—William Ellis vs. Reuben Rendell. The latter bound over to keep the peace, himself in £1, Nathaniel Arroworthy and William Ellis in the sum of ten shillings; and several minor cases. Took depositions with respect to lifting of nets by French Rep. S. V. *Adonis*. Heard complaint of French against use of codseines; ordered them to be discontinued.

BAY OF ISLANDS.

Received the following letter from Mr. Carter :—

SIR,—

Having been appointed by the Governor of Newfoundland, Collector of Timber duties and Justice of the Peace, and failed to induce mill proprietors or exporters of timber to comply with the requirements, I am directed by the terms of the commission to proceed against them in the name of the Surveyor General of Newfoundland, John H. Warren, Esq., for the penalty as prescribed in the Act before one of the Justices of the Peace in H. M. Ships *Eclipse* or *Swallow*. May I ask a few minutes' interview to explain the position further, at your leisure.

Sir, your obedient servant,

(Signed,) G. W. B. CARTER.

Not considering that this fell properly within the range of my duties, although a most important subject to the Colony, decided not to interfere.

FISHERIES.

BONNE BAY.

William Raikes asked several questions relative to French treaties and rights of land, &c. Read and endeavoured to explain treaties.

George Watts—dispute with brother-in-law, William Moore, as to land. The latter being absent at the Labrador, case could not be decided. Also enquired as to the legality of using codseines and trawls.

Case of Augustus Brow *vs.* Robert Lewis.—Brow sued Lewis for non-payment of debt of £30, and produced an acknowledgment to that effect signed by Lewis. The latter being duly summoned, did not appear. Judgment accordingly went by default, and Robert Lewis ordered to pay the debt within six calendar months or answer at his peril.

Case of Lisle Deane and his two sons, with respect to their shares in a small schooner now building. Made an arrangement which appeared to satisfy all parties, and Mr. George Preble promised to be answerable for the full carrying out of this agreement. Willis Deane cautioned not to commit a breach of the peace.

ST. JOHN'S ISLAND.

Heard statement of Emanuel Cains, with respect to the destruction of his fishing stage by Republic French War Steamer.

FORTEAU, LABRADOR.

Case of Breach of Contract.—William Moore complains of breach of contract on the part of Mr. Pedwick, merchant. Unable to act, but considered Moore's case a hard one, if his statement was true.

CANADA BAY.

Inglee Cove.—Took deposition of James Dunn, with respect to a French brig, name unknown, coming from La Scie, and robbing of salmon, threatening and abusing the English. Wished to have treaty rights explained; endeavored to do so.

Complaint preferred by French captain of brig *Concorde*.—(See further on.)

FISHERIES.

 GANDER BAY.

Found a salmon net set after proper date, belonging to Robert Gillingham; ordered it to be taken up. Also, found a trout net set in river, but in tidal waters. Is this legal?

John Harris and others complained of the hardship of new clause in salmon Act, altering the size of mesh. Fish running small in this river, they say they will catch none in the six-inch mesh. It is hard also, they assert, for a poor man to have to set up a new net. I think they have a legitimate grievance, and am of opinion that the Salmon Laws require careful revision; they do not appear to me to be drawn up by people thoroughly acquainted with the subject.

CAPE ROUGE HARBOR.

Complaint of T. Muner, captain of French brig *Union*, against John Casey and other inhabitants of Conch Harbor—forwarded by captain Aubry.

The *Union* had sailed for France two days before, but I examined the English guardian and several other witnesses, and found as follows, viz.: That the brig in question was driven on shore on the 7th September, and that three weeks elapsed, during which time the captain could, and in fact did, save everything of any value belonging to her; and that he then sailed for France, leaving his guardian in charge of her remains. That John Casey and others, did, sometime afterwards, the brig being half under water, appropriate the mainmast and several other insignificant items, such as cabin bulkheads. One man accused of having taken a grapnel, at once admitted of having done so, saying that the guardian told him he could have it if he could get it, which he did after considerable trouble. Considering all the circumstances of the case, I fail to see that these men have committed any serious crime; although I warned them for the future not to appropriate any wrecked property.

Also, found here French brig *Concorde*; sent for captain and told him I was ready to listen to any complaint he had to make against any British subject, and, if necessary, to punish offenders. He, in presence of senior lieutenant and other officers, begged that I would take no steps in the matter. His complaint appeared to me to be of a trivial nature. On the whole, I believe, the fishermen of the two nations get on here well together.

FISHERIES.

ST. ANTHONY'S.

Investigated complaint brought by Captain Lamby, French Prudhomme, and forwarded by Capt. Aubry. Capt. Lamby having no evidence to support the charge of theft against Jean Petit, dismissed the case.

Complained that the English had interfered with the French by setting salmon nets in St. Mien's Bay. There have always been disputes between the French and English here, and the reason is, that St. Mien's Bay is a first-rate place for salmon nets, and it is likewise the place where the French find it convenient to draw their codseines. Under these circumstances it is almost impossible for the English to prosecute their employment without breaking the letter of the treaties and interfering with the French. I accordingly swore in Robert Simms, as special constable, and gave him the following orders, a copy of which I likewise gave to Captain Lamby:—"When informed by the French Prudhomme, that any English subjects are interfering with the French, by setting their salmon nets to the detriment of the French cod fishery, he is at once to order their removal; and if the owner refuses to do so, he is himself to see it done, calling to his assistance such persons as he may require; and any person obstructing or threatening this officer, in the execution of these orders, will be reported to the first Man-of-War visiting the port, and will answer for the same at his peril." And I should recommend that in the event of any future report from this place, an example should be made of any offenders, as I think it would prevent future complications. Robert Simms complains, and I think with justice, that he should be compelled to serve as special constable, the duties of which office take up a great deal of his time and are otherwise disagreeable, without remuneration. I promised to represent this for the favorable consideration of the Colonial Government.

JAMES E. ERSKINE,
Captain.

FISHERIES.

MISCELLANEOUS INFORMATION.

**RETURN SHEWING THE TOTAL POPULATION FROM CAPE RAY TO CAPE
JOHN BY CENSUS OF 1874.**

Church of England.....	3,768
“ Rome.....	3,716
Wesleyans, Methodists.....	991
Others	179
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TOTAL.....	8,654
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A few French and Americans reside permanently, but they are married into British families, and are scarcely distinguishable from them.

FISHERIES.

RETURN SHEWING THE NUMBER OF FRENCHMEN AND VESSELS EMPLOYED AND SAILING FROM ST. PIERRE, BETWEEN 1867 AND 1874—FISHING ON THE BANKS AND OFF ST. PIERRE.

	No. Vessels.	No. Men.
1867.....	804	7178
1868.....	774	6552
1869.....	806	6452
1870.....	833	6397
1871.....	665	5295
1872.....	865	5620
1873.....	899	6036
1874.....	847	5621

In the list of Vessels are included the schooners from St. Pierre and boats not decked, employed at the local fishery about St. Pierre.

FISHERIES.

NOTES TAKEN FROM MR. KNIGHT'S CENSUS—1874.

POINT RICHE.—Eight inhabitants. Light house erected by Canada.

PORT-AUX-CHOIX. Forty-six inhabitants. Four French rooms, two at Boat Cove and two at Savage Island ; and seven French vessels.

ST. JOHN'S ISLAND.—Fifty-eight inhabitants. Five French rooms ; one barque, one brigantine, three brigs, four schooners, about two hundred and sixty men ; seines and bultows.

NEW FERROLLE.—Twenty-seven inhabitants. Eight French brigs, two barques, seven schooner. These vessels have their rooms at Port-aux-Choix and other places ; they follow the fish down the coast as far as Flowers and Savage Coves. The people living on shore in tents ; they fish with bultows well off in the Straits, and are generally supplied with bait from Lance-a-Loup and Pinware.

SAVAGE COVE.—Fifty inhabitants. About fifteen French vessels came to this cove from Port-aux-Choix in July, to fish with bultows, &c., remain till herring fishery is nearly over.

CAPE NORMAN.—Four inhabitants. Northern point of Newfoundland ; lighthouse erected by Canada.

WESTERN HEAD.—seven inhabitants. One French room, one brig, seventy men ; catch this season—two thousand quintals.

NODDY BAY.—Thirty-two inhabitants. Two French rooms, one barque, one brig, about one hundred and twenty men ; catch about three thousand quintals.

BELLE ISLE NORTH.—Five inhabitants. Lighthouse erected by Canada.

QUIRPON.—Eighty-eight inhabitants. Two French brigs and seven schooners, about one hundred and ninety men ; catch about four thousand quintals.

DEGRAT.—Six inhabitants. Two French rooms here.

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ST. ANTHONY.—One hundred and ten inhabitants. Three French rooms and three vessels, one brig, one barque, one schooner, about one hundred and eighty men ; catch five thousand quintals.

GOOSE COVE.—Eight inhabitants. One French room, two vessels.

FISHOT ISLANDS.—Fifty inhabitants. Five French rooms occupied, having a vessel for each room.

ST. JULIAN'S.—Twenty-five inhabitants. Two French rooms, six vessels, some of which go to the banks.

CROC.—Forty-one inhabitants. Two French rooms, two brigs ; one had one thousand quintals from the banks, another eight hundred quintals, besides catch taken by crews left in harbour.

CROUSE OR ROUGE HARBOR.—Twenty-eight inhabitants. Nine French rooms, three occupied ; this year's catch four thousand quintals. In Helia or Cove east of Crouse, one French room.

CONCHE.—One hundred and eighty inhabitants. Eight French rooms here seven years ago ; since then French have not fished here.

HILLIARD'S HARBOR.—Nine inhabitants. No French vessel this year ; one French brig last year, 1873.

CANADA HARBOR.—Twelve inhabitants. One French room.

CAT COVE.—Thirteen inhabitants. One French room.

FLEUR-DE-LYS.—Forty-nine inhabitants. Three French rooms and three vessels, about one hundred and sixty men ; catch four thousand quintals.

MINGS.—Eleven inhabitants. One French vessel this year.

PACQUET.—Five inhabitants. Two French vessels this year.

LASCIE.—Twelve inhabitants. Four French rooms occupied ; four vessels, about two hundred men ; catch four thousand quintals.

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The only places between Point Riche and Cape Ray where the French have rooms are, 1875 :

KEPPEL'S ISLAND.—Ten inhabitants. Three French vessels, one barque, two brigs, about two hundred and fifty men.

ROCHE HARBOR.—One hundred and twenty inhabitants. No French room here this year, 1875.

RED ISLAND.—No inhabitants. One French room, about sixty men.

CODROY ISLAND.—No inhabitants. One French room, sixteen men.

Most of the western coast is fished by the French passing north, which accounts for the small number of rooms.

JAMES E. ERSKINE,
Captain.

 FISHERIES.

 MEDICAL REPORT ON THE NEWFOUNDLAND AND LABRA-
 DOR FISHERIES—FIRST CRUIZE, 1875.

H.M.S. "ECLIPSE," at St. John's, N. F.,
 9th August, 1875.

SIR,—

I have the honor to make the following Medical Report of the fishing stations visited by H.M.S. *Eclipse* on the coasts of Newfoundland and Labrador, between the 7th June and the 9th August, 1875.

The *Eclipse* sailed from St. John's on the 7th June, arriving on the 9th at Trepassey.

Twenty-two patients were prescribed for, viz. :

Catarrh.....	3 cases.
Leucorrhœa.....	4 "
Rheumatism.....	5 "
Worms.....	1 "
Neuralgia.....	1 "
General Debility.....	2 "
Strumous Ophthalmia.....	1 "
Nasal Polypus.....	1 "
Teeth extracted.....	4 "

ST. MARY'S, June 12.—Thirty-nine applicants, viz. :—

Rheumatism.....	13 cases.
General Debility.....	8 "
Bronchitis.....	4 "
Neuralgia.....	1 "
Diarrhœa.....	1 "
Phthisis Pulmonalis.....	2 "
Catarrh.....	5 "

FISHERIES.

Asthma.....	1 case.
Pregnancy.....	1 “
Phlegmon.....	1 “
Constipation.....	1 “
Ague.....	1 “

SALMONIER, June 15.—Fifteen applicants, viz. :—

Ophthalmia.....	2 cases.
Scrofula.....	2 “
Dyspepsia.....	1 “
Debility.....	1 “
Rheumatism.....	4 “
Neuralgia.....	1 “
Prolapsus Ani.....	1 “
Amenorrhœa.....	2 “
Epithelioma of lower lip (excision performed).....	2 “

PLACENTIA, June 19.—No application for medical aid; very little communication with the shore in consequence of the stormy weather. Sailed on the 21st, calling, but not anchoring, at Burin. Informed by the pilot, who landed, that the place was healthy, and that a medical agent resided there.

Same day at GREAT and LITTLE ST. LAWRENCE.—Thirty-eight applicants, viz. :—

Debility.....	3 cases.
Cynanche.....	2 “
Tongue-tied (operation performed).....	1 “
Constipation.....	1 “
Catarrh.....	1 “
Bronchitis.....	4 “
Gastrodynia.....	4 “
Neuralgia.....	3 “
Phlegmon.....	2 “
Leucorrhœa.....	1 “

FISHERIES.

Amenorrhœa.....	1 case.
Uterine Hemorrhage.....	1 “
Hydrocele.....	1 “
Chorea.....	1 “
Myopia.....	1 “
Ganglion.....	1 “
Sinus (situated near hip joint, operation performed)	1 “
Sprain.....	1 “
Tumors.....	2 “
Impetigo.....	1 “
Staphyloma.....	1 “
Pleurodynia.....	1 “
Nicotinism.....	2 “
Teeth extracted.....	1 “

NORTH BAY, June 25.—No applicants.

LITTLE RIVER, June 27.—Five applicants, viz. :—

Phthisis Pulmonalis.....	1 case.
Gastrodynia.....	2 “
Worms.....	1 “
Tumor.....	1 “

LAPOILE BAY, June 29.—No applicants.

PORT-AUX-BASQUES, July 3.—Seventeen applicants, viz. :—

Rheumatism.....	5 cases.
Debility.....	2 “
Gastrodynia.....	1 “
Aphthæ.....	1 “
Leucorrhœa.....	1 “
Menorrhagia.....	1 “
Scrofula.....	1 “
Bronchitis.....	1 “

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Parenchyma	1 case.
Warts	2 “
Hydrocele.....	1 “

A medical agent resides here, and visits Codroy and other places adjacent to this port.

SYDNEY, CAPE BRETON ISLAND, July 8.—No applicants. Several medical men reside here. There were some cases of typhoid fever in the town.

CODROY, July 15.—Eight applicants, viz. :—

Phthisis Pulmonalis	1 case.
Rheumatism	1 “
Dysmenorrhœa.....	1 “
Nervous Debility	1 “
Reducible Inguinal Hernia.....	1 “
Phlegmon	1 “
Whitlows.....	2 “

ST. GEORGE'S BAY, July 18.—No applicants.

BAY OF ISLANDS, July 21.—Ten applicants, viz. :—

Gastrodynia	1 case.
Dyspepsia.....	1 “
Aphthæ.....	1 “
Bright's Disease	1 “
Catarrh	1 “
Asthma	1 “
Bronchitis	1 “
Wound.....	1 “
Impetigo.....	1 “
Lumbago.....	1 “

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BONNE BAY, July 23.—Eleven applicants, viz. :—

Gastrodynia.....	2 cases.
Rheumatism.....	1 “
Amenorrhœa.....	1 “
Asthma.....	2 “
Paralysis.....	1 “
Incipient Cerebral Softening.....	1 “
Cancer of the neck.....	1 “

HAWKE'S BAY, July 25.—Two applicants, viz. :—

Worms.....	2 cases.
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ST. BARBE'S BAY, July 30.—One applicant, viz. :—

Rheumatism.....	1 case.
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FORTEAU BAY, LABRADOR, July 31.—Six applicants, viz. :—

Catarrh.....	1 case.
Dyspepsia.....	3 “
Lumbago.....	1 “
Ringworm.....	1 “

BLACK BAY, LABRADOR, August 4.—No applicants.

RED BAY, LABRADOR, August 4.—Seventeen applicants, viz. :

Rheumatism.....	1 case.
Debility.....	1 “
Dyspepsia.....	1 “
Constipation.....	1 “
Diarrhœa.....	1 “
Worms.....	1 “
Tabes Messenterica.....	2 “
Jaundice.....	1 “
Phthisis Pulmonalis.....	1 “

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Scrofula	2 cases.
Fever remittent	2 “
Dysmenorrhœa	1 “
Wound	1 “
Teeth extracted.....	1 “

No infectious diseases prevailed at any of the above named places, except the enteric fever at Sydney.

No medical agent found except at the places mentioned above.

CANADA BAY, August 6.—Four applicants, viz. :—

Gastrodynia	1 case.
Pleurodynia	1 “
Dyspepsia.....	1 “
Myelitis.....	1 “

Sailed on the 7th, arriving at St. John's on the 9th August, and terminating the 1st cruize.

Total number of applicants, one hundred and ninety-five.

I have the honor to be,

Sir,

Your most obedient servant,

C. J. DEVONSHIRE, M. B.,

Staff Surgeon.

CAPT. JAMES E. ERSKINE, R. N., &c.

H. M. S. *Eclipse.*

FISHERIES.

MEDICAL REPORT ON THE NEWFOUNDLAND AND LABRADOR FISHERIES—SECOND CRUIZE, 1875.

H.M.S. "ECLIPSE," at St. John's, N. F.,
7th October, 1875.

SIR,—

I have the honor to make the following Medical Report of the fishing stations visited by H.M.S. *Eclipse* on the coasts of Newfoundland and Labrador, between the 9th September and the 6th October, 1875.

The *Eclipse* sailed from St. John's on the 9th September, arriving on the 10th at Gander Bay.

Five patients were prescribed for, viz. :—

Ulcer of leg.....	1 case.
Ophthalmia.....	1 "
Ranula.....	1 "
Rheumatism.....	1 "
General Debility.....	1 "

Sailed 21st September, arriving on the 22nd at Rouge Bay. Six patients were attended, viz. :—

Scurvy.....	1 case.
Curvature of spine.....	1 "
Dyspepsia.....	1 "
Syphilis.....	1 "
Sciatica.....	1 "
Sprain.....	1 "

Sailed 24th September, arriving the same day at St. Anthony's Bay. Four patients, viz. :—

Rheumatism.....	1 case.
Ophthalmia.....	1 "

FISHERIES.

Dyspepsia.....	1 case.
Debility.....	1 “

Sailed 25th September, arriving the same day at Niger Sound. Eight patients, viz. :—

Contusion.....	1 case.
Impetigo.....	1 “
Ophthalmia.....	1 “
Rheumatism.....	1 “
Mammary Abscess.....	1 “
Hysteria.....	1 “
Phthisis Pulmonalis.....	1 “
Fistula.....	1 “

No infectious diseases were prevalent at the ports visited.

Sailed 4th October, arriving on the 6th at St. John's.

I have the honor to be,

Sir,

Your obedient servant,

C. J. DEVONSHIRE, M. B.,
Staff Surgeon, R. N.

CAPT. JAMES E. ERSKINE, R. N., &c.

H.M.S. *Eclipse*.

(Approved, JAMES E. ERSKINE, *Captain*.)

FISHERIES.

NAVIGATION AND PILOTAGE.

**REPORTING UPON THE NAVIGATION AND PILOTAGE OF THE COASTS OF
NEWFOUNDLAND AND LABRADOR.**

H. M. S. "ECLIPSE," St. John's, N. F.,
9th October, 1875.

SIR,—

In reporting upon the navigation and pilotage of the coasts and harbors of Newfoundland, nearly the whole of which have been visited this season (except Placentia Bay), and a portion of the coast of Labrador, I have the honor to inform you that, with the exception of the three places hereafter described, I have found the Admiralty charts and plans to be thoroughly correct and reliable, and the sailing directions full and complete.

I have the honor to be,

Sir,

Your obedient servant,

FREDERICK HIRE,
Navigating Lieutenant.

CAPTAIN ERSKINE,
H. M. S. *Eclipse*,
Senior Officer.

(Approved, JAMES E. ERSKINE, *Captain.*)

FISHERIES.

TREPASSEY HARBOR—Plan No. 1839.

The spit extending out from a pier on the eastern side, opposite Meadow Point, has only sixteen to seventeen feet of water for a considerable distance, shewn as four fathoms ; but the spit does not extend any further out than represented and defined by the five fathom line of sounding.

PLACENTIA BAY—No. 2829.

Vessels of deep draught, navigating this harbor, should give Point Verde a wide berth, as the shoal water appears to extend further out than represented in the chart.

GANDER BAY, No. 293—FOGO ISLAND TO CAPE BONAVISTA.

No description is given of this Bay in the sailing directions, nor is there any plan ; but the chart is correct and sufficient guide as far as Bussey Point, which may be passed close. The next Point to the southward on the same side (called Wing's Point) should be given a moderately wide berth, (avoiding the shoal water on the opposite shore) as no seven fathom channel exists between it and a three and a half fathom patch (marked) lying off it, but shoal water extends some little distance off, gradually deepening from three to four, five, six, and seven fathoms. Between this Point and a small islet, on the opposite shore lying about south (mag.) good anchorage may be had in five to six fathoms, soft mud.

 FISHERIES.

 FORWARDING FISHERY REPORTS.

H. M. S. "SWALLOW," St. John's, N.F.,
22nd October, 1875.

SIR,—

I have the honor to forward herewith reports in triplicate on the Newfoundland and Labrador Fisheries, together with reports from the Surgeon and Navigating Sub-Lieutenant.

I have the honor to be,

Sir,

Your obedient servant.

ED. DRUMMOND,
Commander.

CAPT. J. E. ERSKINE,
H. M. S. "Eclipse," *Senior Officer,*
Newfoundland.

FISHERIES.

H. M. S. "ECLIPSE," St. John's, N.F.,

24th October, 1875.

No. 45.

Forwarded for the information of the Commander-in-Chief.

JAMES E. ERSKINE,
Captain and Senior Officer.

Vice-Admiral GEO. G. WELLESLEY, C. B.,
Commander-in-Chief.

FISHERIES.

FISHERY REPORT.

H. M. S. "SWALLOW,"

St. John's, N.F., 14th Oct., 1875.

SIR,—

I have the honor to report on the places visited in her Majesty's ship *Swallow*, under my command, whilst employed on the Fisheries—as follow :—

GANDER BAY, June 27.

There is a fine river at the head of this Bay. Salmon late; only just in.

CANADA BAY, July 1.

Anchored at the head of this Bay. There are two salmon rivers, one of which is fished, and salmon just commencing to run. The French do not come up the Bay.

CONCHE BAY, July 3.

The English families are increasing fast in this Bay (about twenty-three now.) It is a great Bay for salmon, and as the French do not interfere, it is the principal fishery. I was told that there are, this year, forty-five fleets of nets, as well as as many more single nets. It is extraordinary how they can all catch salmon, but they do. The total catch was quoted to me at from two hundred to two thousand barrels.

ROUGE HARBOR, July 3.

At this place is the largest French establishment on the north-east coast. They have eight rooms employing about three hundred men. One vessel has not yet arrived; no cod to speak of yet. No English here except the guardian of the French rooms.

FISHERIES.

CROC HARBOR, July 3.

There are two French rooms here this year. The ice is represented as having been unusually heavy this year. The master of a French banker told me he was twenty-six days in the ice on his way out. No English here except the guardian of the French rooms.

FISHOT ISLANDS, July 5.

A very late season. Three French rooms this year. Five English families; the French had compelled one of them to take up their salmon nets. No cod yet.

SOUTHERN BROOK, HARE BAY, July 5.

Came here, as I was told that the French were fishing the river, but there is no one here yet. A small river and good anchorage.

CREMAILERE HARBOR, July 6.

No French. Two English families. Plenty of salmon, but no cod.

ST. ANTHONY'S HARBOR, July 6.

Only two French rooms this year, and no fishing yet. There are fourteen or fifteen English families; but the French do not allow them to settle on the sites of the old French rooms, of which there are five. Yesterday the French captain of the rooms ordered all the English to take up their salmon nets, producing some paper which, he said, was his authority. I was appealed to, and said that any nets that were in the way of the French must be lifted, if required; and might then be replaced. Mr. Moore, who appears to be the principal inhabitant, says that the salmon fishing is the only difficulty they have with the French. He also told me that it was estimated that the French man-of-war *Diamant* had seized £1500 worth of British property in 1873, and that there was still a very strong feeling about it.

ST. SEMAIRE, July 6.

There are no French here. Four or five English families. Cod just coming in; plenty salmon.

FISHERIES.

WHITE CAPE, FORTUNE HARBOR and CRIQUETS, July 7.

A few English families; no French. Cod just coming in. No complaints.

DEGRATS, July 7.

Two English families who speak warmly of the kindness of the French. Two French rooms.

QUIRPON, July 7.

Three French rooms; thirteen English families. No cod yet, to speak of. This harbor was completely frozen over on the 10th June this year. Mr. Penny tells me that there was no seal fishing here this spring, and that if it is not a good year for cod there will be great distress. Obligated to return to St. John's from here with a case of small-pox. On the north-east coast wherever there are French, they do not allow the English to fish salmon, that is, if they can prevent it, with the exception of Conche Bay. Also, they do not allow the English to use codseines.

INDIAN BROOK, HALL'S BAY, July 17.

There are three salmon-rivers at the head of this bay, of which Indian Brook is reported the best, and they have all been poached for upwards of half a century by a family of the name of Russell. Uriah Russell, who fishes Indian Brook, stated his average catch as from sixteen to twenty tierces, and that the size of the fish had much decreased.

Arrived 8th--Salmon is a good fish here. I found Indian Brook barred right across, and had the net cut and removed, and cautioned Uriah. The first-lieutenant went up South Brook, and old Russell carefully pointed out that the river was not barred, but it evidently had been, and I have little doubt will be again. There is here a steam lumber mill owned and worked by a Mr. Squarey; it cuts about five thousand feet per day, and works a circular-saw, the boiler consuming all the refuse wood. The lumberers say that there is only a limited supply of lumber, which will last perhaps five years. Mr. Squarey is an intelligent man, and on talking to him about the salmon fisheries, he said he would take the salmon-wardership for nothing, rather than see the fishery utterly destroyed. He said that he had seen upwards of a hundred salmon nets set within a mile of Indian Brook, and of all sized meshes.

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COOK HARBOR, PISTOLET BAY, July 21.

Found here about fifteen English schooners; they report a poor year for cod as yet. No French here; a few English families.

SAVAGE COVE, July 22.

Communicated with this cove by boat. Four French vessels here and five English families. A poor season to this date; the same is reported from Flowers Cove.

ST. BARBE'S, July 22.

One man had done well here; but he was the exception; the same bad accounts as at other places is the rule. There is a small salmon river fished by a man named Genge.

BRADORE, July 25.

Crossed the Straits to this place to-day. Fishery very poor as yet, both cod and salmon. The settlers here complain of the cod-seines, and say that they drive the fish out into deep water. I was asked whether it was legal for Newfoundland schooners to haul their cod-seines in Canadian waters, and gave it as my opinion that it was.

BLANC SABLON, July 27.

About sixty schooners here; all, with one exception, report a bad season. Went over to M. de Quetteville's rooms,—a very complete establishment of about one hundred and fifty men, comprising blacksmiths, armourers, coopers, carpenters and sailmakers, the whole being fishermen, when there is no work for them in their respective trades.

FORTEAU, July 29.

About twenty schooners. A bad report of the fisheries; a fine salmon river here, but the fish have now almost ceased running. Mr. Rabbits, who has the rooms here, told me that he was much against the use of codseines, and would be glad to see them discontinued, as he thought that they destroyed the fishery; but he did not think it was yet the general opinion.

FISHERIES.

LANCE-A-LOUP, August 2.

Anchored here to hear a complaint against Elias Watson, by Patrick McDonald, for a day's wages. Settled in favor of McDonald. Here was a case shewing the hardship of being unable to get any title to land. Some years ago Mr. Watson bought the rooms here for a considerable sum of money, and about two years ago Patrick McDonald (who is a thoroughly lazy, worthless character, from what I could learn) came to and settled in the small cove, which Mr. Watson fairly considered as his property; thereby completely ruining Mr. Watson's seal and herring fishery. Mr. Watson has made every sort of offer to induce McDonald to remove, if only for half a mile; but without effect.

BLACK BAY, August 2.

Here they also report a poor year for cod. Salmon fair. I went up the Pinware river for about two miles; it appeared to me to be a very fine river: I think the largest I have seen. It is said to be very long, and I was told ran to Québec. There is some steel sand in the river that is said to be valuable.

CARTWRIGHT HARBOR, SANDWICH BAY, August 4.

Left Black Bay on the 3rd, and the weather being very fine and clear, I thought it better to go north at once and work southward. At five p. m. I anchored here.

Sandwich Bay is an important salmon fishery, and there is a room here used by the Hudson Bay Company. The fishery is now ended here, and the manager told me they had had a fair catch. I could not get much information, but I fancy they will get nearly eight hundred tierces of salmon, altogether.

HINCHINBROOK, SANDWICH BAY, August 5.

Eight a. m., anchored in this Bay, which is here called Paradise. I went about five miles up the river, which is a very large one. There are

FISHERIES.

two men fishing it, and they have caught between them about sixty tierces. The salmon have almost done running, but the grilse are running freely. The fishermen are much annoyed by the seals robbing their nets, and they are obliged to watch them the whole day long.

EAGLE RIVER, SANDWICH BAY, August 6.

☐ Anchored off the mouth of this river, and went up to the falls (almost six miles from the anchorage.) This is by far the most important river I have seen, and in volume, I think, greater than Paradise river. To me it looked, as it is, the perfection of a salmon river. The Hudson Bay Company have a post here, and will get about one hundred tierces and twenty thousand lbs. tinned salmon. But their catch was much injured by a heavy flood about a fortnight ago, at the very best time of their fishing, which made the river so high that for nearly a week they could not fish their nets properly, and the fish got up over the falls. The season is just over; the catch to-day being about sixty, which they account nothing, and chiefly grilse. To give an idea of the number of fish that go up the river, I may mention that one of the men who has been here twenty years, told me that he had seen as many as eleven hundred taken in one day. Of course this is exceptional. There are not so many salmon taken here as there used to be, but that is accounted for by the increased number of nets in the Bay; and altogether I was told that the number of salmon taken in the whole Bay had not decreased. There is another river here called White Bear River, but it has a muddy bottom, and when in flood comes down a bad color, so that the salmon do not go up it so readily. I was informed that no one fished it.

LONG ISLAND, CAPE NORTH, and GRADY ISLAND, August 10.

At these places they have only recently got any fish, but now report a good season, and expect to do well. No herring yet.

INDIAN TICKLE, Aug. 10.

The reports here the same as at Grady. They only got fish a week ago, but very plentiful now, and expect to do well.

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DOMINO RUN, GRIFFIN'S, BATTEAU, OCCASIONAL, DEER }
AND BATTLE HARBORS, August 11th to 15th.

At all these places a very poor season is reported at present, but it is hoped that fish may yet strike in.

CHATEAU, PITT'S HARBOR, Aug. 15 to 18.

Here the fishery has been very poor, but they are now doing pretty well. The herring nets are set, but the fish are not yet in, in any quantity. I sailed on the 18th and arrived at St. John's on the 20th August, 1875.

FISHERIES.

 SECOND CRUIZE.

According to your orders, I left St. John's on the 9th September, and after experiencing a fresh gale from the northwest, with a very heavy sea on the 10th and 11th; arrived and anchored in Port Saunders, Hawke's Bay, on the evening of the 14th September.

ST. JOHN'S ISLAND, September 15.

Sent an officer on shore to communicate with the French guardian. There were no complaints of any sort; the English and French being apparently on very good terms. There was a considerable number of English schooners about St. John's Island and Point Riche (about forty I judged), but as the French made no complaint of their interference, I concluded that they did not, in any way, interfere with the French fishery. The fishing season has been a bad one, and the herring not yet in.

PORT SAUNDERS, KEPPLE ISLAND, HAWKE'S BAY, Sept. 15 to 17.

The same bad reports about the fisheries.

BAY OF ISLANDS.

Got into the Bay of Islands on the 18th, just as a strong south-east gale with thick weather was coming on, and rode it out in Took Harbor. On the 20th went up Humber River, and anchored off Pettipas Cove. A thriving settlement. The herring, the only fishery, not yet in. On the 21st crossed over to Birchy Cove and communicated with Mr. Carter, resident magistrate. He has a difficult position, but told me he was gradually getting the settlers to understand and respect it. Mr. Carter informed me of a case that sounded very like piracy by a Yankee who is settled here; the said Yankee claimed to be exempt from every jurisdiction of the Newfoundland government. I offered to help Mr. Carter in any way I could, taking into consideration the short time I could stop; but he said, and I agreed with him, that he thought it better to wait instructions from the government to whom he had fully reported the circumstances. I think serious difficulties may arise here soon if the people cannot get a title to land, as the settlers are fast increasing.

FISHERIES.

PORT-AUX-BASQUES, Sept. 22.

A poor season ; herring not yet in.

LAPOILE, Sept. 23.

Anchored in Northeast Arm. James Taylor, a very old man, and badly ruptured, came on board in great distress. His son, his principal support, was unfortunately drowned last autumn ; he has been unable to get much fish this summer, and the merchant has refused him supplies. We gave him a little help, but I fear that unless something is done for him, he will hardly get through the winter. The fishery has been bad here, and fears are entertained for the winter. On our way out on the 25th, I called in at Little Harbor to enquire into the case of James Taylor. We had a very heavy gale on the 27th. Detained here by the weather.

BURGEO ISLANDS, Sept. 28.

Anchored in King's Harbor. The same bad account of the fishing here, and fears of distress in the winter.

WHITE BEAR BAY, Sept. 29.

A fine harbor, entirely land-locked, with high hills. A telegraph station at the head of the Bay. The salmon and trout fishing has been reported as having, been very bad this summer. Detained here by the weather.

LITTLE RIVER, October 3.

Anchored off the settlement on the 3rd, and next day went up the Bay. A very fine harbor. Fishing reported as very bad. The settlers here grow a few potatoes, and can get a good deal of game in the winter, and I do not think they will be so badly off as at some other places. Detained here by the weather.

BURIN, October 7.

Some accounts here make the season a bad one. Others fairly good. This is the largest settlement I have seen on the coast, and a thriving one. Sheep and cattle are to be seen.

FISHERIES.

TREPASSEY, October 10.

A good season reported here. A thriving settlement. I should say that at this place and at Burin, the money to be made, depends entirely on the labor expended. I sailed on the 13th, and arrived at St. John's on the 14th. The weather for the last fortnight has been almost uninterruptedly bad.

(Signed) ED. DRUMMOND,
Commander.

CAPT. J. E. ERSKINE,
H. M. S. "Eclipse," Senior Officer,
Newfoundland.

FISHERIES.

MEDICAL REPORT ON THE FISHERIES, 1875.

ST. JOHN'S, June 7.

Left here and arrived at Catalina same day. No medical man here for nearly six months; treated cases of ulcer, abscess, ophthalmia, skin disease, amenorrhœa, rheumatism, debility. No epidemic disease ashore.

GANDER BAY, June 28.

No medical officer here. Treated rheumatism, ulcers, dyspepsia, and skin diseases.

CANADA BAY, July 1.

Treated cases of dentition, amenorrhœa, rheumatism, dyspepsia, intestinal worms.

ROUGE and CROC HARBORS, July 5.

Treated cases of bronchitis, vesticular catarrh, eczema scabies, rheumatism, ulcer, boil, intestinal worms.

HARE BAY, July 5.

Treated cases of rheumatism, dyspepsia, anemia, ophthalmia, amenorrhœa, intestinal worms, eczema, and rheumatism.

ST. LUNAIRE, July 6.

Treated cases of bronchitis, dyspepsia, constipation, menorrhagia, anemia, and eczema.

QUIRPON, July 7.

Treated cases of rheumatic arthritis, ophthalmia, sprains, rheumatism, anemia, debility, bronchitis, dyspepsia, and entozoa.

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HALL'S BAY, July 17.

Treated cases of dyspepsia, anemia, ophthalmia, rheumatism, debility, and anemia.

PISTOLET, July 22.

Treated cases of dysmenorrhœa, abscess of mammæ, bronchitis, lobula, pneumonia, eczema, ploriosis sclerotitis, rheumatism, dyspepsia, phthisis.

ST. BARBE'S, July 22.

Treated cases of morbus cordis, anemia, dysmenorrhœa, ophthalmia, constipation, bronchitis, eczema, tabes mesenterica, one case of chronic mania, recommended to be sent to Lunatic Asylum.

BRADORE, July 26.

Treated cases of debility, from measles which was epidemic last autumn, rheumatism, amenorrhœa, anemia, struma, phthisis pulmonalis.

BLANC SABLON, July 27.

Treated cases of leucorrhœa, anemia, dyspepsia, rheumatism, ophthalmia, ulcer, abscess, rheumatic fever, teeth extracted, cyançhe.

FORTEAU, July 29.

Treated cases of rheumatism, otitis, dyspepsia, scurvy, tonsilitis, pityriasis, ophthalmia, menorrhœgia, ulcer, abscess, constipation.

BLACK BAY, August 2.

Treated cases of whooping cough, epidemic cases moderate attended with epistaxis, rheumatism, amenorrhœa, bronchitis, parotitis, iritis, dyspepsia, eczema, teeth extracted.

CARTWRIGHT, August 4.

Treated cases of debility, constipation, ophthalmia, bronchitis, scabies.

FISHERIES.

HINCHINBROOK, August 5.

Treated cases of whooping cough, epidemic cases severe in adults, none fatal; debility, phthisis, acute nephritis, ulcer, abscess, rheumatism, dyspepsia, diarrhoea, fistula in ano, cynanche.

EAGLE RIVER, August 6.

Treated cases of whooping cough, epidemic, no fatal cases, all moderate, attended with epistaxis and copious expectoration; teeth extracted.

CARTWRIGHT, August 10.

Teeth extracted.

INDIAN TICKLE, August 11.

Treated cases of rheumatism, dyspepsia, amenorrhœa, ophthalmia, ulcer, abscess.

OCCASIONAL HARBOR, August 11.

Treated cases of rheumatism, ophthalmia, dyspepsia, leucorrhœa, cynanche.

DEER HARBOR, August 12.

Treated cases of tonsillitis, pleurodynia, dentition, lumbago, debility, phthisis, eczema.

CHATEAU, August 13.

Treated cases of tabes dorsalis, rheumatism, diarrhœa, dyspepsia, cynanche, leucorrhœa, anemia.

HAWKE'S BAY, September 16.

Treated cases of entozoa, sporadic whooping cough, bronchitis, struma, rheumatism, dyspepsia, constipation.

FISHERIES.

HUMBER RIVER, September 20.

Treated cases of lingua frenata, phthisis, dyspepsia, ophthalmia, asthma, entoza.

LAPOILE, September 24.

Treated sprains.

LITTLE RIVER, October 3.

Treated cases of dyspepsia, rheumatism, phthisis.

TREPASSEY, October 11.

Treated cases of sinus, cysts, bronchitis, struma, eczema, paralysis, cyanche, rheumatism, morbis cordis, phthisis, nychia.

JOHN LYON, M. B.,

Surgeon H. M. S. Swallow.

FISHERIES.

HYDROGRAPHICAL REPORT.

COAST OF NEWFOUNDLAND AND LABRADOR.

H. M. S. "SWALLOW,"

St. John's, N.F., Oct. 14, 1875.

SIR,—

I have the honor to report for your information, that I have no remarks to make on the harbors and anchorages visited by H.M.S. *Swallow* whilst employed upon the coast of Newfoundland and Labrador, with the following exception :—

SANDWICH BAY—EAGLE RIVER.

Shoal with less than six feet on its shallowest part, S.E., E. $\frac{1}{4}$ E. 2'4 from Separation Point, about two cables in diameter. The land in Sandwich Bay, as marked in Admiralty Chart, No. 263, Cape Charles to Sandwich Bay, cor., January '73, is incorrectly placed as regards the small islands and rocks in and about the entrance of Sandwich Bay.

I have the honor to be,

Sir,

Your obedient servant.

CHAS. H. HOPKINS,

Navigating Lieutenant.

To Commander E. C. DRUMMOND,

H. M. S. *Swallow*,

St. John's, Newfoundland.

FISHERIES.

REPORT OF THE OFFICER IN CHARGE OF THE FISHERY
PROTECTIVE SERVICE, CAPE JOHN.

June 29th.—Landed in Mansfield Bight ; no Frenchmen. Arrived at LaScie ; ice thick about the Cape.

June 30th.—Spent the day getting house in order for the summer.

July 1st.—First caplin got at Shoe Cove, and no codfish with it ; good sign of salmon.

July 2nd.—No French ships in LaScie ; fish very scarce at the Cape ; caplin plenty.

July 3rd.—Wind south west ; fine weather. Thermometer 69°. No French at the Cape.

July 4th.—Two French ships arrived at LaScie, *Ceolo*, Captain Rebove, *Terranova*, Captain Tiorne ; fish scarce.

July 5th.—Wind west ; plenty of ice at the Cape. Thermometer 71°.

July 6th.—Wind west ; at 10 a. m. four French seines came to the limit ; fish scarce ; caplin plenty.

July 7th.—Wind south east ; at 3 a. m. rowed to limit ; eight seines at the south point of the Cape ; took for the day from the Cape sixty quintals of fish ; Frenchmen enquiring if there was any fish south.

July 8th.—Wind south west ; fine weather ; French boats doing very little at the Cape ; caplin in abundance. At noon, thermometer 73°.

July 9th.—Wind west south west. Four seines at the limit and nine Batteaux ; no fish ; salmon plenty at Shoe Cove ; good number of craft passing north. Thermometer 72°.

July 10th.—Six seine boats at the limit and twelve Batteaux ; codfish very scarce ; spoke seine master, said they had but twenty quintals for sixty-six men. At noon copper loaded ship passed, going east. Thermometer 67° at noon.

FISHERIES.

July 11th.—At 3 a.m. rowed to the Cape; several French boats at the limit; took very little cod for the day. Thermometer 74°.

July 12th.—Wind west; very fine; codfish still scarce; Frenchmen looking discouraged; great forest fire in Hall's Bay. At noon thermometer 80°.

July 13th.—Wind west; very warm; Frenchmen doing little with the fish. Thermometer 79°.

July 14th.—Wind south west; dense smoke; fish very scarce; one seine hauled two thousand fish; at noon copper loaded ship passed east. Thermometer 74° at noon.

July 15th.—Wind west; six seines at the limit; took for the day about one thousand fish each boat; at six p.m. steamer *Leopard* passed on her way to Labrador. Thermometer 78° at noon.

July 16th.—Wind west, blowing strong; Frenchmen doing very little with the fish; fire making great destruction in the bay; at noon a large steamer passed, going in the bay from the north. At noon thermometer 79°.

July 17th.—Calm; four seines at the Cape took for the day ten thousand fish; Frenchmen asking questions about the fire in Hall's Bay; very anxious to know the occasion of it. Thermometer at noon 81°.

July 18th.—One French seine at the Cape and thirteen Batteaux; took very little fish for the day; at 6 a.m. *Leopard* passed from Labrador; heavy sea at the Cape. Thermometer 76° at noon.

July 19th.—Wind east north east; heavy sea at the Cape; no French boats at the limit; saw steamer going south; at noon forced to haul up guard boat. Thermometer 62°.

July 20th.—Heavy sea; could not launch guard boat; wind south west; at noon war ship *Swallow* passed the Cape coming from Hall's Bay. Thermometer 70°.

July 21st.—Light wind south; no French boats at the limit; fish very scarce. Thermometer 77°.

FISHERIES.

July 22nd.—Wind south west ; heavy sea ; much difficulty to launch ; went to the Cape ; spoke one seine master ; told me four seines were gone north in search of fish ; heard one seine hauled six thousand cod. At noon thermometer 80° .

July 23rd.—Wind south west ; heavy sea ; fish scarce ; nine French boats at the limit. Thermometer 74° .

July 24th.—Wind east, blowing strong ; no French boats at the Cape ; at noon forced to haul up guard boat. Thermometer 60° .

July 25th.—Wind east north east ; strong breeze with fog ; could not launch for the day. Thermometer 57° .

July 26th.—Wind south east with sea ; did not launch ; caplin in abundance. Thermometer 61° .

July 27th.—Wind south west ; at 5 a. m. launched guard boat ; rowed to Cape ; at 7 a. m. two seines and four batteaux came to limit ; one seine hauled eight quintals ; hook and line doing very little. Thermometer 73° .

July 28th.—Wind west ; Frenchmen not doing much ; getting anxious about the voyage ; enquiring if there is any fish in Bay Notre Dame. Thermometer 74° .

July 29.—Wind south west ; eleven French boats at the limit ; some fish got with codnets ; no fish at noon ; *Leopard* passed on her way to Labrador. Thermometer 80° .

July 30.—Wind west, with sea on ; some quantity of fish taken in codnets ; eight batteaux fishing at the limit with hook and line ; nothing done with seines. Thermometer 80° .

July 31.—Gale from south east ; no Frenchmen at the Cape.

August 1st.—Wind north west ; fine weather ; seven seines at the Cape ; at 3 p.m. four French boats came into Brinie's Cove for shelter ; fish scarce. Thermometer 77° .

August 2nd.—At daybreak *Leopard* passed in the bay from Labrador ; French boats left for the Cape ; seine master told me best catch was three thousand five hundred fish ; took very little fish for the day.

FISHERIES.

August 3rd.—Wind north ; fine ; eight French boats at the limit ; hauled some fish ; caplin plenty ; took from limit one hundred quintals for eight seines. Thermometer 70°.

August 4th.—Light wind, south west ; six seines at the limit, and seven batteaux ; hauled very little fish : Frenchmen complaining very much of the voyage ; caplin scarce ; several French boats fishing at the Gull Island ; some boats brought in six quintals for day's catch ; at 6 p. m. one seine hauled two thousand fish. Thermometer 76°.

August 5th.—Wind south west ; fine weather ; eight seines at the limit ; one boat hauled one thousand fish ; no caplin. Thermometer 80°.

August 6th.—Calm all day with rain ; Frenchmen constantly hauling, but taking very little fish ; four Labrador craft passed south. Thermometer 84°.

August 7th.—Light wind, south west ; fourteen French boats at the Cape ; one seine took three thousand fish ; seven batteaux out to Gull Island ; at four p. m. one boat took two thousand at limit. Thermometer at noon 83°.

August 8th.—Wind east ; several Labrador schooners passing south ; fish scarce at the Cape ; at four p. m. French seine boats left the Cape to land their seines ; hauled no fish all day. Thermometer 78°.

August 9th.—Wind south east, with sea on ; no Frenchmen at the Cape. Thermometer 65°.

August 10th.—Wind east north east, with fog ; hauled the guard-boat on the beach ; no Frenchmen at the Cape ; caplin gone. Thermometer 64°.

August 11th.—Wind east with sea ; four boats at the limit ; took four hundred fish per boat with hook and line ; seine boats in LaScie. Thermometer 61°.

August 12th.—Calm, fine day ; nine boats at the Cape ; took four thousand fish with hook and line ; at four p. m. *Leopard* passed going north. Thermometer 74°.

FISHERIES.

August 13th.—Wind from the south west ; fine ; three seine boats and nine batteaux at the Cape ; one seine hauled two thousand fish ; spoke one seine master ; told me he hauled in all seventy thousand. Seven boats came to Brinie's Cove ; wind blowing north east, hard. Thermometer at noon 72° ; four p. m 58°.

August 14th.—Wind north east with heavy sea ; French left for LaScie to land seines. Thermometer 60°.

August 15th.—Wind south east ; nineteen batteaux at the Cape ; took fifteen hundred fish with hook and line. Thermometer 67°.

August 16th.—Fish scarce with hook and line ; spoke one captain ; told me his catch was one hundred and twenty-five thousand ; 1874, catch five hundred thousand fish ; said this was the worse catch for the last thirty years.

August 17th.—No Frenchmen at the Cape ; very little fish for the hook. Thermometer 79°.

August 18th.—Wind west ; ten batteaux at the Cape ; fish very scarce. Thermometer 75°.

August 19th.—Wind north west ; fine ; several French boats at the Cape and Gull Island, fishing with hook and line. Thermometer 78°.

August 20th.—Wind north east, with sea on ; no boats on the ground for the day. Thermometer 60°.

August 21.—Wind east, with fog ; saw no French for the day. Thermometer 63°.

August 22.—Wind south west ; several boats at the Cape ; doing little with the fish. Thermometer 69°.

August 23rd.—Wind south west ; fine weather ; ten batteaux at the Cape, fishing with hook and line ; herring very plenty. Thermometer 76°.

August 24th.—Wind west ; eighteen batteaux at the Cape, fishing with hook and line ; average per boat about two quintals. Thermometer at noon 79°.

FISHERIES.

August 25th.—Wind north west, squally ; no fish at the Cape ; French boats left the Cape and went to Gull Island. Thermometer at noon 73° .

August 26th.—Wind north ; fine weather ; no fish of any account at the Cape ; at noon left the Cape and went to Shoe Cove ; left boat and crew at the Cape until 15th of September ; French catch for the season for four ships and two hundred and seventy-four men, up to the 1st September, is four hundred and forty thousand fish, or, as the French reckon, four thousand four hundred quintals, the catch of one ship in 1874.

(Signed)

HENRY KNIGHT.

FISHERIES.

REPORT OF SALMON WARDEN AT INDIAN BAY, IN THE

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Indian Bay	Adam & William Parsons	Nets	12	.....	12½	.....	Pickl'd

FISHERIES.

DISTRICT OF BONA VISTA, FOR THE SUMMER OF 1874.

How catch disposed of, or to whom sold and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed!	Remarks.
Sold to Mr. F. White at 85s. per tierce.	None	.....	.....	I have visited and inspected the salmon station at Indian Bay six times the past summer, and found the salmon nets working satisfactorily.

JOSEPH OSMOND,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT SALMON COVE, IN THE

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No of nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Spout Cove....	M. Kelloway...	By nets	2	.....	1½	300	Salted.
Do.	Elijah Tricket.	do.	4	.....	¾	150	do.
Do.	J. Tricket.....	do.	1	.....	½	112	do.
Do.	Henry Tricket.	do.	2	.....	1	200	do.
Do.	John Tricket...	do.	5	.....	2	400	do.
Do.	Wm. Tricket..	do.	3	.....	1	200	do.
Do.	Thos. Tricket..	do.	1	.....	1	200	do.
Perry's Cove...	William King.	do.	3	.....	2	400	do.
Do. ...	Terrence Butt.	do.	2	.....	1	200	do.
Do. ...	John Butt.....	do.	2	.....	2	400	do.
Do. ...	Terrence Butt.	do.	2	.....	2	400	do.
Do. ...	Ed. Kelloway..	do.	2	.....	1	200	do.
Do. ...	John King.....	do.	1	.....	½	112	do.
Do. ...	John King.....	do.	3	.....	2	400	do.
Do. ...	Henry King...	do.	3	.....	1	200	do.
Do. ...	R. Parsons	do.	1	.....	½	112	do.
Do. ...	Jos. Kelloway.	do.	2	.....	½	122	do.
Do. ...	John White...	do.	1	.....	½	112	do.
Marshal's Folly	Thomas Rose..	do.	1	.....	1	200	do.
Otterbury.....	Wm. Parsons..	do.	1	.....	½	112	do.
Do.	Moses Parsons	do.	1	.....	2	400	do.
Do.	John Parsons..	do.	1	.....	1	200	do.
Salmon Cove...	James Cave....	do.	3	.....	2	400	do.
Do. ...	Thomas Rose..	do.	2	.....	2	400	do.

FISHERIES.

DISTRICT OF BAY-DE-VERDS, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.

FISHERIES.

REPORT OF SALMON WARDEN AT INDIAN BAY, IN THE

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels.		
Indian Bay	Adam Parsons & Brother.	By nets	10	.....	26	200 lbs. each brl.	Pickl'd

FISHERIES.

DISTRICT OF BONA VISTA BAY, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.
Sold to Mr. F. White, Greenspond, at 57s. per barrel.				I visited the Brook weekly.

JOHN OSMOND,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT BLOODY BAY, IN THE

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Bloody Bay....	John Stroud...	By nets	5	.....	8	200 lbs. each brl.	Pickl'd

FISHERIES.

DISTRICT OF BONA VISTA BAY, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.
Sold to Mr. F. White, Greenspond, at 57s. per barrel.				I visited the Brook weekly.

JOHN OSMOND,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT GAMBO, FRESHWATER BAY.

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Gambo, Freshwater Bay...	John Prichard & Brothers.	By nets	25	.....	45	200 lbs. each brl.	Pickled

FISHERIES.

DISTRICT OF BONAVISTA BAY, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.
Sold to J. & W. Stewart, Greenspond, at 57s. per barrel	One Saw Mill.	Not injurious to the fishery.	Act has been infringed by Abraham Prichard.	I visited the Brook weekly. On going to Middle Brook on the 28th June, found the Brook barred by nets. I went to Abraham Prichard; told him that he had broken the law; commanded him to take up the nets. He told me he would not take them up; gave me abuse. Two days after I went and found the nets taken up. Going to Gambo Brook, found the Brook stopped by Jacob Oakley; commanded him to remove obstruction and he did so.

JOHN OSMOND,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT COLINET, IN THE DISTRICT

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Colinet.....	William Davis.....	.....	6	.....	1	.....	Pickled
Harry Cove.....	Dennis Quigley.....	.....	8	.....	9	.....	do.
Little Salmonier..	James Linehan.....	.....	5	.....	8	.....	do.
Great Barrisway..	Patrick Bonea.....	.....	6	.....	9	.....	do.

FISHERIES.

OF PLACENTIA AND ST. MARY'S, FOR THE SUMMER OF 1875.

low catch dis- posed of, or to whom sold and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what ef- fect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been in- fringed.	Remarks.
.....	None.			
.....	do.			
.....	do.			
.....	do.			

THOMAS QUIGLEY,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT SALMONIER RIVER, IN

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.
				Seines.	Barrels		
Pond	M. Carew.....	Nets.	1	.....	3	3 to 4lb	Pickled
North River...	John Hurley...	do.	4	.....	4	do.	do.
Woody Cove...	Patrick Power	do.	2	.....	3	do.	do.
Little Harbour	J. McDonald...	do.	2	.....	2	do.	do.
Cox's Point....	Patk. Nowlan..	do.	1	.....	1	do.	do.
Ferrypole	John Dakin ...	do.	2	.....	1	do.	do.

FISHERIES.

THE DISTRICT OF ST. MARY'S, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.
Own use.....	None.			
To supplier....	do.			
do.	do.			
do.	do.			
do.	do.			
do.	do.			
do.	do.			

M. CAREW,
Salmon Warden.

FISHERIES.

REPORT OF SALMON WARDEN AT PUSHTHROUGH IN THE

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of nets employed.	Catch of salmon the past summer.		Average weight Salmon caught.	Method of cure in operation.	
				Seines.	Barrels			
Burgeo Districts								
Cape La Hune	J. Baggs, J. Pink, J. Barter	Shore Nets to do.	19	.....	72	10 lbs.	Split down the back.
West Cul de Sac.	S. Spencer.....			5	16	
Francois.....	G. Gales, R. Dunford, & J. Marsden.		8	.....	25	.....	salted in puncheons.
Rencontre.....	J. Ball, J. Carle			6	12	
Richards Hr...	W. Skinner, W. Hardy.....		8	.....	14	8 lbs.	Washed and packed in barrels or tierces.
Little Harbor....	Fudge & Sims.			4	8	
Mosquito.....	Snook, Buffett		2	.....	4	5 lbs.	.....
N. side Hare Bay								
Round Harbor...	T. J. Kendle...		do.	6	14	8 lbs.	
S. side Hermitage Cove....	R. J. & C. Roberts.....		do.	10	25	6 lbs.	
	Taylor, Rodgers, Burton,	do.	9		.....	30	.....
Grole.....	Petite, Bobbet, Ridout,	do.	3 cod nets	.....			
	Sims, Strickland.	do.		7 sal. nets	.....	35	8 lbs.
Pass Island								
Coneigre Bay,								
N. S. Seal Cove	Loveless, Ridout & Loveless	do.	4	.....	8	10 lbs.	
Dawson's Cove...	Sam. Crew.....	do.		6	.....	15	.....
S. side Great Hr.	Harris, F. Rose	do.	8	.....	6	.....	
Bay Despair, Conn River.....	Michl. Collier.	do.	3	.....	3	4	
			1875...	108	.....	287	
			1874...	115	.....	284	

FISHERIES.

DISTRICT OF FORTUNE BAY, FOR THE SUMMER OF 1875.

How catch disposed of, or to whom sold and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	Remarks.
Small. Gorman. Penny. Clinton & Penny. Clinton. DeGrouchy. Gorman. Penny. Lee & Sons. Penny. Penny. Penny. Gorman. Penny. Gorman. Penny. Penny. Penny. Gorman. Penny.				Salmon rather late; season very short; all nets in before 1st August. Large salmon short of last year—especially west; south side Hermitage Bay salmon always small, quantity increasing the two past seasons. In Coneigre Bay a falling off in the large. I have heard that an Act was passed last winter making it illegal to use nets less than six inches. I suppose there is a proviso of some sort; if not the Act will be a dead letter. What is to be done with the hundreds of nets now used less than six inches? Again, if the six-inch becomes law, you destroy the salmon fishery altogether in many places where large salmon never run.
Price generally paid season: Large...36s. Small...34s.				
Price got in Boston, U. S., \$16 to \$20 per brl., according to quality and size in August.				

HENRY CAMP,
Salmon Warden.

FISHERIES.

QUANTITY OF SALMON CAUGHT IN THE NORTHERN DIVISION OF BONA VISTA, FOR YEAR 1875.

Where caught.	Tierces.	Barrels.
Flat Islands, from different catchers.....	41	
Salvage, " "	59	
Barren Harbor, " "	39	
Bloody Bay, " "	6	
Freshwater Bay, " "	40	
Indian Bay, " "	18	
Silver Hair Island, " "	26	
Fair Island, " "	40	
Greenspond, " "	30	
New Harbor, " "	45	
Pools Island, " "	20	
Flowers Island " "	10	
Cape Freels " "	10	
	384	

GREENSPOND, August 30th, 1875.

CROWN LANDS.

REPORT OF THE SURVEYOR GENERAL FOR 1875.

*To His Excellency SIR STEPHEN J. HILL, K.C.M.G.,
and C.B., Governor, Commander-in-Chief in and
over the Island of Newfoundland and its Depen-
dencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit to your Excellency the following report of the proceedings, transactions and affairs of the department of Crown Lands for the past year ending on December 31st, 1875.

AGRICULTURAL LANDS.

Under the Consolidated Statutes, Title 13, Chap. 45, there have been issued sixty-five grants containing four hundred and four acres and twenty perches, for which fees were received to the amount of eighty three dollars and forty-two cents, as shewn in the returns attached marked A.

Under the Consolidated Statutes, Title 13., Chap. 46, there were issued four licences of occupation containing fifty-three acres, one rood, and thirty-four perches; four licences of occupation for mill sites, containing six hundred and twenty-two acres and two roods; and seven grants in fee, containing one hundred and twenty nine acres, one rood and nineteen perches, to persons who have complied with the conditions of the licences previously held under this statute, as shewn in return marked B.

MINERAL LANDS.

Three applications for grants of one square mile were received from parties who had previously held the same under licences to search for minerals, the fees for which amounted to one hundred and thirty-eight dollars and forty-two cents, and there were issued two grants of one square mile each, as shewn in the returns hereto attached marked C.

There were also fifty-two applications for licences to search for mineral on land containing about one hundred and fifty square miles, the fees on

CROWN LANDS.

which amounted to eleven hundred and ninety-nine dollars and sixty-four cents. Three of these applications, the fees on which amounted to sixty-nine dollars and twenty-one cents, were subsequently withdrawn as appears in the cash account.

There were issued during the year twenty-two licences to search for minerals, and there are still fifty-one applications under the consideration of the Executive Council.

TIMBER LANDS.

Within the year four applications for timber limits for lumbering purposes, each containing thirty-six square miles, have been received, namely :—One in Loo Bay, one in New Bay in the Bay of Notre Dame, one inland from Freshwater Bay in Bonavista Bay, and one on the Gander River as shewn in returns marked E.—But as no Rules and Regulations for the issue of such licences have yet been made known to this department, there has as yet been nothing done about these applications.

Having in my report of last year so fully pointed out the utility of surveying and blocking off the agricultural lands in several of the Outports to meet the demands of applicants, I feel that it is now unnecessary for me to repeat the same. I would however again urge the necessity of a correct survey of the mineral lands which are now much sought after, especially in Notre Dame Bay, and for which so many applications have been made, in order to prevent that confusion which must inevitably arise owing to the inaccuracy of the present Charts.

I have often referred also to the trouble and annoyance inflicted upon this office through the many inaccurate surveys furnished by some of our outport Deputy Surveyors. Of the expense as well as the trouble consequent thereon entailed upon this department, I need only mention the following as an instance :—

As many of the settlers hold their claims on the land by licence of occupation for five years, and as many of these are now claiming their grants in fee, on the plea of having fulfilled the conditions of the Act, it became necessary to send some one from this department to see how far such conditions had been complied with, and to test the accuracy of their surveys. I accordingly made arrangements that Mr. Long should proceed during the past summer to Notre Dame Bay, to Bonavista Bay, and

CROWN LANDS.

to Trinity Bay, to examine their various holdings. On that officer proceeding to those places he took with him over two hundred diagrams of surveys for examination, when it was found that most of these, especially those of Goose Bay in Bonavista Bay were found so inaccurate that it was deemed necessary to withhold issuing grants until new surveys should be made, and the land freshly allocated. Had grants been issued on those surveys they would have resulted in inextricable confusion, as many of the boundary lines intersect each other, and thus the same land would have been granted to more than one party.

A comparative statement of the number of grants, licences of occupation for agricultural and mineral purposes, also for mill sites issued the present and past years, is herewith attached.

Respectfully submitted,

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

A. RETURN OF GRANTS ISSUED BY THE

Date when issued.	Name.	Date of Grant.	QUANTITY.			Where regist'd.	
			A.	R.	P.	Vol.	Fol.
Jan. 4, 1875	Protestant Board of Education	Jan. 4, 1875	.....	2	23	20	101
" 6 "	Dr. Robert White.....	May 11, 1874	16	2	22	...	28
" 27 "	Temperance Hall.....	Jan. 23, 1875	.....	...	10	...	109
Feb. 5 "	Right Revd. Edward Feild...	Sept. 29, 1874	2	3	18	...	103
" " "	Revd. G. S. Milligan.....	Dec. 14, "	1	...	9	...	102
Mar. 27 "	William J. Street.....	Oct. 24, 1871	4	...	10	18	67
" 31 "	Revd. Henry Petley.....	Sept. 26, 1874	24	3	15	20	100
May 1 "	G. Jeanes & T. Gillingham...	Ap'l 26, 1873	13	2	18	19	123
June 5 "	George Call.....	Mar. 2, 1874	13	3	9	20	25
" " "	George Call.....	Feb. 12, 1875	4	...	...	...	113
" 26 "	Emanuel Foote.....	Dec. 15, 1874	.....	...	24	...	105
July 22 "	Josiah Colburne.....	July 21, 1875	2	...	38	...	116
" 31 "	William Murcell.....	" 28 "	4	...	32	...	119
" " "	Lydia Murcells.....	" " "	3	1	...	...	120
" " "	Robert Shelley.....	" " "	1	2	36	...	121
Aug. 5 "	John Jure.....	" " "	7	...	12	...	118
" 17 "	Edmund Foley.....	Aug. 17 "	25	...	...	...	122
Sept. 18 "	John Jocelyn.....	Sept. 18 "	108	...	...	...	117
Oct. 9 "	Jonas Picket.....	Oct. 7 "	.....	3	15	...	128
" 22 "	John Whelan.....	Ap'l 15, 1873	3	3	3	19	66
" 25 "	William Bennett.....	Oct. 22, 1875	1	3	24	20	132
" " "	James Woodrow.....	" " "	.....	...	34	...	131
" 26 "	Isadore Giason.....	" " "	1	...	1	...	133
" " "	W. & J. Street & R. Ryder...	" " "	.....	2	6	...	134
" 27 "	John Bradbury (of William)	" " "	1	...	36	...	135
" " "	William & Henry Bradbury	" " "	.....	3	15	...	136
" " "	William Fraser	" " "	1	...	20	...	137
" 28 "	Patrick Brennan.....	" " "	3	1	5	...	138
" " "	William Brothers (of John)	" " "	4	2	30	...	139
	Forwarded.....		252	2	35		

CROWN LANDS.

SURVEYOR GENERAL, FOR YEAR 1875.

A.

Locality.	No.	Am't of Grant.	Paid in Office.	Paid Deputy.	Remarks.
Near New Harbor, Trinity Bay	3641	\$ 24			Free.
Trinity	3567	8 50	\$5 50	\$3 00	
Old Perlican	3642	24			Free.
Bet'n Dildo & New Hr.	3594	24			
Ladle Cove, Twillingate & Fogo	3631	24	24		
Spillars Cove, Bonavista Bay	3338	2 00	2 00		
Bet'n Dildo & N. Hr., T. Bay	3595	12 50	6 75	5 75	
Greenspond, Bonavista Bay...	3456	7 00	7 00		
Caplin Cove, Bay-de-Verds...	3531	7 00	7 00		
Do. do.	3643	2 00			Paid in office,
Harbor Breton.....	3639	1 15	1 15		[1874.
Twillingate.....	3644	1 15	1 15		
Little Bay Island.....	3652	2 00	85	1 15	
Do.	3633	1 50	35	1 15	
Apsey Cove, Twillingate & Fogo	3651	1 15		1 15	
Exploits do.	3647	3 50	1 35	1 15	
Green Dale, Brigus, Con. Bay	3654	24			Free.
Quidividi, St. John's East....	3655	100 00	100 00		
Fair Island, Bonavista Bay...	3656	1 15		1 15	
Cupids, Con. Bay.....	3452	2 00	1 00	1 00	
Channel.....	3664	2 00		2 00	
Bay-de-verds.....	3670	1 50			Paid in office,
Channel.....	3663	1 50		1 50	[1874.
Bonavista.....	3671	1 15		1 15	
Northern River, Port-de-Grave	3666	1 15		1 15	
Bay Roberts.....	3669	1 15		1 15	
Do.	3668	1 15		1 15	
Ferryland.....	3659	1 50		1 50	
Fermeuse.....	3660	2 50	2 50		
Forwarded.....			136 84		

CROWN LANDS.

A. RETURN OF GRANTS ISSUED BY THE

Date when issued.	Name.	Date of Grant.	QUANTITY.			Where regist'd.	
			A.	R.	P.	Vol.	Fol.
	Brought forward...		252	2	35		
Oct. 28, 1875	Michael Gorman.....	Oct. 22, 1875	.....	3	29	20	140
" 29 "	James Divine.....	" " "	1	1	11	...	141
Nov. 1 "	Richard Targate.....	May 9, 1874	4	3	8	...	33
" 2 "	Elisha Pike.....	Oct. 22, 1875	.....	1	13	21	2
" " "	Rev. Thomas Harris	" 16 "	.....	2	...	20	120
" 3 "	Michael Tobin.....	" 20 "	11	...	20	21	1
" 9 "	Richard Gosse.....	Nov. 8 "	4	1	34	...	3
" " "	M., R., P. and P. Cashin	" " "	1	1	7	...	4
" " "	Rev. C. Meek.....	" " "	.....	3	26	...	5
" 11 "	Catherine Lemasney.....	" 9 "	3	3	6	...	7
" " "	John Williams.....	" " "	4	3	...	...	8
" 15 "	Charles D. Chambers.....	" " "	.....	2	35	...	9
" 16 "	Rev. Thomas Sears.....	" " "	6	3	39	...	6
" 19 "	Thomas Power.....	" " "	2	...	16	...	11
" " "	Herbert Whiffen.....	" " "	3	2	30	...	10
" 20 "	John Dawe.....	" 19 "	7	2	8	...	12
" " "	Amos Goudie	" " "	7	...	18	...	13
" 22 "	William Shannahan	" " "	9	...	...	...	14
" 23 "	Robert Pearcey.....	Mar. 2, 1874	.....	3	13	20	18
" " "	Edward Thompson.....	" " "	1	...	1	19	142
" 30 "	James Gosse	Ap'l 26, 1872	7	2	36	18	140
Dec. 6 "	George Williams.....	Nov. 9, 1875	6	1	17	21	15
" 14 "	Timothy Costelow.....	Dec. 11 "	19	1	30	...	16
" " "	James Perham.....	" " "	3	...	33	...	17
" 16 "	M. Delaney Bros. & T. Farrell	Nov. 8 "	13	3	31	...	19
" " "	Diocesan Synod	Dec. 11 "	.....	3	24	...	18
" " "	Diocesan Synod	" " "	9	...	39	...	20
" " "	Rev. Thomas Harris .....	" " "	.....	3	27	...	21
	Forwarded...		387	2	26		

CROWN LANDS.

SURVEYOR GENERAL, FOR YEAR 1875.

Locality.	No.	Am't of Grant.	Paid in Office.	Paid Deputy.	Remarks.
Brought forward.....			136 84		
Burin	3662	\$1 15		\$1 15	
Renews	3661	1 15		1 15	
Holyrood	3563	2 50	2 50		
Channel	3665	1 15		1 15	
Fogo.....	3658	24	24		
St. John's.....	3675	5 50	5 50		
Spaniard's Bay.....	3677	2 00	84	1 16	
Gooseberry Island	3678	1 15		1 15	
Fogo.....	3674	24			U. F. Society
Ferryland.....	3686	2 00	1 00	1 00	[Free.
Woody Island, Harbor Buffett	3684	2 50	2 50		
Harbor Buffett.....	3692	1 15	1 15		
Grand Bay.....	3685	24	24		
Harbor Buffett.....	3694	1 15	1 15		
Harbor Buffett.....	3682	2 00	2 00		
Northern Gut.....	3705	3 50	2 50	1 00	
N. W. Arm, Green Bay	3704	3 50	2 35	1 15	
Ferryland.....	3706	4 50			Paid by bonus.
Pass Island, Fortune Bay.....	3525	1 15	1 15		
Harbor Breton.....	3526	1 15	1 15		
Spaniard's Bay.....	3387	4 00	2 84	1 16	
Bay Bulls.....	3683	3 50	1 84	1 66	
Cats Cove.....	3712	9 50	6 50	1 00	\$2 paid for Sur-
Whale Cove.....	3717	1 50	1 50		[vey.
Bay Roberts.....	3676	6 50	6 50		
Bay-de-Verds	3714	24	24		
Twillingate, South Island.....	3713	24	24		
Twillingate, South Island.....	3709	24			Not paid for.
Forwarded.....			179 96		

CROWN LANDS.

A. RETURN OF GRANTS ISSUED BY THE

Date when issued.	Name.	Date of Grant.	QUANTITY.			Where regist'd.	
			A.	R.	P.	Vol.	Fol.
	Brought forward.....		387	2	26		
Dec. 19, 1875	John Gregory	Dec. 11, 1875	.....	34	21	23	
" " "	John Lemoine	" " "	1	28		24	
" 20 "	John Brunnock	Jan. 17, 1870	8	223	17	12	
" " "	Rev. Geo. S. Milligan.....	Nov. 9, 1875	1	232	21	25	
" " "	Thomas Badcock.....	" " "	1	16		26	
" " "	Patrick Hearn	Dec. 11 "	2	22		27	
" 23 "	William Pennell.....	" " "	.....	325		22	
" 30 "	Anthony Figarie.....	" " "	.....	214		22	
			404	0	20		

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

SURVEYOR GENERAL, FOR YEAR 1875.

A.

Locality.	No.	Am't of Grant.	Paid in Office.	Paid Deputy.	Remarks.
Brought forward.....			179 96		
Brigus, South.....	3720	\$1 15	1 15		
Channel.....	3722	1 15		\$1 15	
Seal Cove.....	3077	4 00			Paid bonus, '69.
Between New Salvage and Happy Adventure.....	3696	24			Not paid.
French's Cove, Bay Roberts ...	3681	1 15		1 15	
Southern Gut.....	3707	1 15		1 15	
Trepassey.....	3716	1 15	1 15		
Channel.....	3708	1 16	1 16		
			183 42		
Less this amount refunded John Jocelyn.....			100 00		
			\$83 42		

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

B. RETURN OF LICENSES OF OCCUPATION

Date of issue.	Name.	Quantity.			Where regist'd.	
		A.	R.	P.	Vol.	Fol.
July 10, 1875	Thomas Greening.....	5	1	31	2	31
“ “ “	John White.....	17	1	29	.....	41
Oct. 25 “	Thomas Hollohan.....	20	2	16	.....	28
Nov. 10 “	Patrick Mahoney.....	10	.....	.....	.....	45
	Acres...	53	1	34		

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

ISSUED BY SURVEYOR GENERAL, 1875.

B.

No. of License	Date of License.	Locality.	Remarks.
103	June 16, 1875	Brooklyn, Bonavista Bay.	
113	" " "	Southern Bay, do.	
100	Oct. 22 "	Sweet Bay, do.	
119	Nov. 9 "	Mussel Pond, St. Mary's Bay	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

B. RETURN OF LICENSES OF OCCUPATION

MILL SITES.

Date of issue.	Name.	Quantity.			Where regist'd.	
		A.	R.	P.	Vol.	Fol.
Oct. 25, 1875	John M. Rouse.....	200	.....	.....	2	54
" " "	John McDougall.....	190	.....	.....	.....	55
Nov. 3 "	Joseph Tilley.....	32	2	.....	.....	27
" 11 "	Isaac, Henry and Ed. Tilley..	200	.....	.....	.....	53
	Acres...	622	2	0		

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

ISSUED BY SURVEYOR GENERAL, 1875.

B.

MILL SITES.

No of License	Date of License.	Locality.	Remarks.
126	Oct. 22, 1875	Twillingate	
127	" " "	Gander River	
99	" 27 "	Peaton's Pond, Random Sd.	
125	Nov. 9 "	Ice Bight, do.	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

U. RETURN OF FREE GRANTS ISSUED BY

Date of issue.	Name.	Quantity.			Where regist'd.	
		A.	R.	P.	Vol.	Fol.
May 28, 1875	Elias Brown	39	1	20	1	59
July 10 "	James Hart.....	6	1	24	1	60
Aug. 2 "	Samuel Pie.....	9	3	24	1	62
" " "	Thomas Croak.....	25	0	0	1	61
" 7 "	George Collins.....	23	2	3	1	64
" 11 "	Thomas Pie	12	1	0	1	63
" " "	Israel Taylor	12	3	28	1	65
	Acres...	129	1	19		

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

SURVEYOR GENERAL FOR YEAR 1875.

B.

No. of Grant.	Date of Grant.	Locality.	Remarks.
59	Dec. 17, 1874	Musgrave Town.	
60	June 16, 1875	Goose Bay.	
62	July 27 " "	Musgrave Town.	
61	" " "	S. E. Mountain, Placentia.	
64	" " "	Garia Bay, Burgeo & Lapoile.	
63	" " "	Power's Cove, Brooklyn.	
65	" " "	James' Cove, Musgrave Town	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

C. APPLICATIONS FOR GRANTS FOR

Date of appli- cation.	Name of Applicant.	Locality.
June 12.....	C. F. Bennett.....	Southwest of Tilt Cove.....
Aug. 2.....	James Norris.....	Walsh's Cove, N. D. Bay....
Oct. 23.....	John H. Cathrae.....	Kippen's Brook.....
Crown Lands' Department, December 31st, 1875.		

John H. Cathrae
Crown Lands' Department
December 31st, 1875

CROWN LANDS.

MINERAL LANDS DURING THE YEAR 1875. C.

Quantity of Land.	Fees.	Name of Grantee.	Date of Grant.
1 Square Mile.....	\$46 14	C. F. Bennett.....	July 29.....
1 " "	46 14	James North.....	Nov. 9.....
1 " "	46 14		
	\$138 42		

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

C. GRANTS OF MINERAL LANDS ISSUED BY

Date of Grant.	Name of Grantee.	Locality.
July 29	C. F. Bennett.....	Southwest of Tilt Cove
Nov. 9.....	James Norris, junr.....	Walsh's Cove.....

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

SURVEYOR GENERAL DURING THE YEAR 1875. C.

Registered.		Quantity of Land.
Vol.	Fol.	
1	10	1 Square Mile.
1	11	1 " "

JOHN H. WARREN,
H. M. Surveyor General.

1	10	1 Square Mile.
1	11	1 " "

Crown Lands Department,
London, 21st Dec. 1875.

CROWN LANDS.

COMPARATIVE STATEMENT OF GRANTS, LICENSES, &c.,
THE YEARS

	1874.			1875.				
	No.	Contents.		No.	Contents.			
		A.	R.	P.		A.	R.	P.
Crown Lands for Agricultural and Fishery purposes, under Consolidated Statutes, title 13, chapters 45-46.								
Grants issued.....	150	581	1	38	65	404	...	20
Licenses of occupation issued...	16	173	.....	20	4	153	1	34
Grants in fee.....	39	651	1	30	7	129	1	19
Licenses for Mill sites.....	2	190	.....	.....	4	522	2	
Grants , do.	1	200						

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

ISSUED FROM THE SURVEYOR GENERAL'S OFFICE DURING
1874 AND 1875.

	1874.	1875.
Applications for Licenses to Search.....	64	52
Ditto Grants	2	3
Licenses Issued.....	57	22
Grants Ditto	2	2

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

E. RETURN OF APPLICATIONS FOR TIMBER LIMITS

Date.	Name of Applicant.	Residence.
April 20, 1875	Joseph Cooper.....	St. John's.....
Oct. 22 "	Francis Ellershausen.....	Nova Scotia.....
" " "	Ditto	Ditto
Dec. 22 "	Francis McDougall & Sons...	St. John's.....

Crown Lands' Department,
December 31st, 1875.

CROWN LANDS.

RECEIVED BY SURVEYOR GENERAL, 1875.

E.

Quantity applied for.	Locality.
36 Square Miles....	On Trytown Brook, Inland from Freshwater Bay, Bonavista Bay.
Ditto	... In Loo Bay, Notre Dame Bay.
Ditto	... In New Bay, Ditto.
Ditto	... On Gander River.

JOHN H. WARREN,
H. M. Surveyor General.

 CROWN LANDS.

DE.	CASH ACCOUNT WITH	
1875.		
Jany. 9.—	To paid Bright (Messenger in office) wages per week	\$4 00
14.—	“ Coughlan, carriage hire.....	2 00
16.—	“ Bright	4 00
20.—	“ Sticks for Park	1 00
23.—	“ Bright.....	4 00
30.—	“ Ditto	4 00
		19 00
Feb. 6.—	“ Ditto.....	4 00
	“ Carriage hire.....	4 00
13.—	“ Bright.....	4 00
20.—	“ Ditto.....	4 00
	“ Paid for Matches	40
	“ T. Long, for tracing paper	1 00
27.—	“ Bright	4 00
	“ Washing towels.....	55
	“ Postage	18
		22 13
Mar. 6.—	“ Bright.....	4 00
8.—	“ Carriage hire	1 00
13.—	“ Bright.....	4 00
20.—	“ Ditto	4 00
27.—	“ Diitto	4 00
		17 00
April 1.—	“ For <i>Patriot</i> newspaper	1 25
3.—	“ Bright	4 00
	“ Peter Mitchell, for hurdles for Park	3 80
	“ Bowring Bros. for screws and matches	1 15
8.—	“ James Watson, amount refunded to P. Smith for grant	1 16
10.—	“ Bright.....	4 00
17.—	“ Ditto	4 00
24.—	“ Ditto	4 00
	“ Kinsella for hurdles for Park	4 80
		28 16
May 1.—	“ Bright.....	4 00
5.—	“ Smith McKay, amount refunded on license.....	23 07
8.—	“ Bright	4 00
		31 07
		\$117 36

 CROWN LANDS.

DR.	CASH ACCOUNT WITH	
1875.		
	To amount brought forward.....	117 36
May 13.—	To paid William Fry for hurdles.....	\$4 00
15.—	“ Bright.....	4 00
	“ William Fry for hurdles.....	4 80
	“ Ellen Kavanagh, do.	4 00
	“ Crimp, carriage hire.....	2 50
22.—	“ Bright.....	4 00
	“ Ellen Kavanagh, for hurdles.....	4 00
	“ Cornelius Carew, for labor on park	3 00
	“ M. Duggan do.	2 40
29.—	“ Bright.....	4 00
		36 70
June 5.—	“ Do.	4 00
5.—	“ For washing towels.....	40
9.—	“ Martin, carriage hire.....	2 00
12.—	“ Bright.....	4 00
	“ Carriage hire.....	2 50
19.—	“ Bright.....	4 00
26.—	“ Do.	4 00
30.—	“ Patriot newspaper.....	1 25
		22 15
July 3.—	“ Bright.....	4 00
10.—	“ Do.	4 00
	“ W. Warren, expenses to Con. Bay..	4 50
17.—	“ Bright.....	4 00
	“ Charles Lang, carriage hire.....	2 00
22.—	“ W. Warren, expenses to Bay Bulls	1 00
24.—	“ Timothy O'Brien, carriage hire.....	1 50
	“ Bright.....	4 00
27.—	“ Receiver General.....	200 00
31.—	“ Bright.....	4 00
		229 00
Aug. 2.—	“ Sur. General's passage to and from Trinity.....	2 00
7.—	“ Bright.....	4 00
10.—	“ E. Duder, fencing for park.....	3 20
		9 20
		\$414 41

CROWN LANDS.

THE SURVEYOR GENERAL.

CR.

1875.				
		By amount brought forward		\$576 68
Aug. 10.—	“	Cash from William J. Eaton	} License at West- ern Arm	23 07
	“	“ “ James Bowers		
	“	“ “ Thomas Batstone		
	“	“ “ George Starks		
14.—	“	“ “ W. Barnes and	} License at Trinity Bay	23 07
	“	“ “ Jas. L. Noonan		
20.—	“	S. McKay, license, Jackson's Arm.....		23 07
	“	D. R. Hodge, do. Southern Arm.....		23 07
	“	Capt. Cleary, do. New Bay Head.....		23 07
	“	R. M. Frehill, do. Mall Bay.....		23 07
				138 42
Sept. 3.—	“	Capt. Cleary, do. Long Island.....		23 07
	“	Capt. Cleary, do. Sunday Cove Island		23 07
16.—	“	S. McKay, do. Little Bay Head.....		23 07
	“	J. Strong & } do. Southern Arm.....	} do.	23 07
	“	J. Colborne		
18.—	“	S. Knight, do. Western Arm.....		23 07
25.—	“	T. Peyton, do. Little Bay.....		23 07
29.—	“	S. McKay do. New Bay Head		23 07
				161 49
Oct. 1.—	“	Hon. E. White, do. Little Bay.....		23 07
5.—	“	Capt. Cleary, do. Sunday Cove Island		23 07
23.—	“	J. H. Cathrae, do. grant for Kippen's Brook.....		46 14
	“	S. McKay, do. Southern Arm		23 07
15.—	“	Joseph Pippey, do. Lobster Cove.....		23 07
				138 42
Nov. 5.—	“	S. McKay, do. Nipper's Harbor.....		23 07
15.—	“	Capt. Cleary, do. Seal Bay.....		23 07
22.—	“	G. Browning } do. Western Arm.....	} do.	23 07
	“	J. Browning		
23.—	“	F. Ellershausen, do. 3, New World Is'd		69 21
				138 42
Dec. 11.—	“	F. Ellershausen, do. Knight's Island.....		23 07
13.—	“	J. Browning, } do. Chouse River.....	} do.	23 07
	“	J. Pippey,		
	“	J. Robinson,		
	“	C. Pippey,		
	“	A. Shirran,		46 14
				\$1199 57

CROWN LANDS.

Dr.		CASH ACCOUNT WITH	
1875.			
	To amount brought forward.....		\$414 41
Aug. 10.—	To Paid for ream of Paper.....	1 50	
	“ Surveyor General’s expenses North, and in Conception Bay.....	27 10	
12.—	“ M. D. Leon & Co., London, for Stencil Plates.....	8 00	
14.—	“ Bright.....	4 00	
20.—	“ Carriage hire.....	60	
21.—	“ Bright.....	4 00	
28.—	“ Do.	4 00	
			49 20
Sept. 4.—	“ Do.	4 00	
11.—	“ Do.	4 00	
	“ For washing towels.....	40	
13.—	“ Woodley, carriage hire.....	80	
18.—	“ Bright.....	4 00	
25.—	“ Do.	4 00	
			17 20
Oct. 2.—	“ Do.	4 00	
	“ Guzzell, carriage hire.....	1 80	
	“ James Elliot, repairing stove.....	2 50	
	“ <i>Patriot</i> newspaper.....	1 25	
9.—	“ Bright.....	4 00	
11.—	“ Tracing paper	80	
16.—	“ Bright.....	4 00	
27.—	“ Hon. E. Morris, amount refunded by order of Colonial Secretary for grant issued to John Jocelyn.....	100 00	
23.—	“ Bright.....	4 00	
29.—	“ Martin, carriage hire	1 00	
30.—	“ Bright	4 00	
	“ Smith McKay, amount refunded on license for N. B. Head.....	23 07	
			150 42
Nov. 3.—	“ Kenna, carriage hire	1 00	
	“ Do. do	50	
6.—	“ Bright	4 00	
13.—	“ Do.....	4 00	
			9 50
			\$640 73

CROWN LANDS.

THE SURVEYOR GENERAL.

Cr.

1875.			
	By amount brought forward.....		1199 57
Dec. 15.—	“ Cash from Stephen H. Knight, license at Little Bay Island.....	23 07	
	“ Cash from James Browning, license at S. W. Arm.....	23 07	
18.—	“ Cash from Stephen H. Knight, license at S. W. Arm.....	23 07	
	“ Cash from J. Steer, license at Stocking Hr.	23 07	
21.—	“ “ A. M. McKay, } license at		
	“ “ S. Knight, } Long Island,	23 07	
	“ “ A. Short, }		
22.—	“ “ J. Browning, } 4 licenses, Hor-		
	“ “ J. Fletcher, } net Isl'd, Black		
	“ “ G. Browning, } Island, and		
	“ “ R.A. McKim, } Farmer's Head,	92 28	
		<hr/>	207 63
	“ Amount received from Hon. E. Morris, for grant for Jocelyn's farm.....	100 00	
	“ For agricultural grants.....	83 42	
		<hr/>	183 42

\$1590 62

 CROWN LANDS.

DR.	CASH ACCOUNT WITH	
1875.	To amount brought forward.....	640 73
Nov. 13.—	To paid William Stares, labor in Mus- } graveTown, per order T. Long, }	6 00
15.—	“ Sur.General, to return to Hyde on account of grant.....	1 50
	“ P. Leary, jr., carriage hire.....	8 00
20.—	“ Bright.....	4 00
24.—	“ J. Sage, carriage hire, per Mr. Long	2 20
25.—	“ T. Long, by order of Sur. General travelling expenses to the north	51 92
27.—	“ Bright.....	4 00
		177 62
Dec. 1.—	“ Benj. Cowan, amount refunded } on mining application,..... }	23 07
4.—	“ Bright.....	4 00
11.—	“ Do.	4 00
13.—	“ Washing towels.....	40
18.—	“ Bright.....	4 00
24.—	“ Do.	4 00
31.—	“ Do.	4 00
	“ Receiver General.....	800 00
		843 47
	Balance on hand.....	28 80
		<u>\$1590 62</u>

CROWN LANDS.

THE SURVEYOR GENERAL.

CR.

1875.	By amount brought forward.....	1590 62
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\$1590 62

Examined and found correct.

THOS. GLEN,
Auditor of Public Accounts.

MISCELLANEOUS.

REPORT OF THE AUDITOR OF PUBLIC ACCOUNTS.

ST. JOHN'S, NEWFOUNDLAND,
March, 1876.

To the HOD. COLONIAL SECRETARY.

SIR,—

I respectfully submit the following report for the information of His Excellency the Governor and Council:—

POOR COMMISSIONER'S DEPARTMENT.

I examined every week the statement submitted to me by the Commissioner of the Poor. That statement showed the amount of cash received from Government, and the method of its disbursement. Vouchers were handed me by the Commissioner, showing the amount of all payments made by him during the week. I examined all the vouchers, took off the amount of cash, added it up, and, when I found the total agree with the sum charged in his statement (which was always very correctly made out), I signed the weekly account current of the Commissioner of the Poor. The daily payments that are made in cash to the poor of St. John's are dispensed by Miss Hayes, the Assistant, and are checked daily by the Commissioner and Inspector, and by me weekly. I have no reason whatever to doubt that those daily cash payments to the poor of St. John's are correctly and faithfully carried out.

I would respectfully recommend that outpost Commissioners of the Poor be selected, where practicable, from Government officials in preference to persons in trade, and that all Commissioners be compelled to give notes of hand to the poor for their allowance, so that they may go where they please with their notes, make their own bargains, and not be compelled, as too many of them are, to take up their allowances in the shop or store of a Commissioner of the Poor.

On examining vouchers for Poor Relief, I found generally that outpost Commissioners retain in their own possession the notes of hand they should give to the poor, and the Commissioners forward those notes of hand in bundles to their agents at St. John's, who receive cash for the

MISCELLANEOUS.

amount and place it to the credit of the Commissioners. A profitable cash trade is thus carried on in Poor Relief, owing to the position traders hold in the outports as Commissioners of the Poor.

I may mention that these notes of hand (supposed to be given to the poor) are as valuable as Union or Commercial Bank notes; the Commissioner of the Poor at St. John's paying the notes of hand at sight in cash. The outport poor should receive the full benefit of such a mode of payment, and not outport traders.

I again repeat that the appointment, where practicable, of Government officials as Commissioners of the Poor would be desirable. Those officers being under the direct control of the Executive, would be compelled to give notes of hand to the poor for their allowance, and, by doing so, a great boon would be conferred on the unfortunate outport permanent poor, and be the means of carrying out the intentions of the Legislature in a far more satisfactory manner than has been done heretofore.

THE TREASURY DEPARTMENT.

I examined the accounts of this Department, compared them with the books, and found the entries all right. Those entries showed the amount of bonds and cash paid into the Treasury by the Customs' department, the fees of office received from the various public departments, and the debentures paid off, all of which were carefully and correctly entered.

The Warrants issued by the Finance Department for the various services of the public expenditure of the Colony, agreeing with the sums charged in the Treasury Books, I signed the accounts of the Receiver General.

I notice that the officers of most of our public departments pay on their own authority, out of the fees they collect, certain sums to constables and others, so that the gross amount of their fees of office is never received into the Treasury.

I will give two cases, as examples :

MISCELLANEOUS.

In the one case the fees of office, for a quarter,
collected by the officer, came to..... £34 6 6
The amount that reached the Treasury was..... 9 15 6

In the other case the fees of office came to..... £47 15 6
The amount that reached the Treasury was..... 13 10 6

I do not mean to infer there was anything wrong in the charges made by the officers I have just alluded to; but it would be a more satisfactory system, in my opinion, for those officers and all others to remit the gross amount of their fees of office to the Treasury Department, and at the same time forward to the Colonial Secretary an account of all charges they were liable for, and if the charges were correct (and I have no doubt they would be found all right), a Warrant would at once be issued for the amount of their accounts by the Financial Secretary, and the transactions closed in a satisfactory manner.

By this system the gross amount of all fees of office collected throughout the Island would then appear in the accounts of the Receiver General that are laid each session on the table of the House of Assembly for the information of the Legislature.

THE GENERAL WATER COMPANY.

I compared the accounts of this department with the books, and the entries were found correct.

Vouchers were handed me by the accountant, showing the amount of all payments made on account of the various outlays of the Company, and, having examined the vouchers separately, with the entries, I found all the transactions of the department correctly made in the office books by the accountant, Mr. Kearney.

I then signed the accounts of the General Water Company.

THE CUSTOMS' DEPARTMENT.

I compared the accounts of this Department along with the Assistant Collector, and examined all the warrants that had been entered for im-

MISCELLANEOUS.

port duties at the St. John's and outport Custom-houses for the year 1875. Those warrants I compared separately with the Customs' Books, and found all carefully and correctly entered by Mr. Doughtney. Vouchers were handed me showing the amount of bonds and cash paid into the Treasury, which, agreeing with the entries in the books, I signed the Customs' accounts.

Amount of revenue from import duties.....	£196,138	9	0
Amount of miscellaneous revenues.....	11,416	8	2 ✓
Total revenue, 1875.....	£207,554	17	2

Statement shewing the amount of import duties and miscellaneous revenues collected in Newfoundland and Labrador during the following five years:—

Years.	Import duties.	Miscellaneous revenues.
1870.....	\$815,630 39	\$15,521 02
1871.....	728,035 81	18,709 07
1872.....	781,431 10	21,860 17
1873.....	767,647 24	24,143 66
1874.....	811,303 98	22,202 97
	\$3,904,048 52	\$102,436 89
Average of five years.....	\$780,809 70	\$20,487 38

MISCELLANEOUS.

IN CURRENCY.

Amount of Import duties, average of five years.....	£195,202 8 6
Amount of Miscellaneous revenues, average of five years	5,121 16 11
Total revenue, average of five years	<u>£200,324 5 5</u>

POST OFFICE DEPARTMENT.

The accounts of this Department I compared with their various office books, and found all the transactions correctly entered.

Mr. LeMessurier, the accountant, produced vouchers, signed by the Receiver General, for the amount of the quarterly payments paid into the Treasury on account of the Post Office revenue, which, agreeing with the entries in the books, I signed the accounts of the Postmaster General.

Amount of revenue paid the Treasury in 1875	£3,187 10 0
Remaining on hand, 31st December	752 9 1

THE SURVEYOR GENERAL'S DEPARTMENT.

I compared the accounts of this department with the books, and found all the entries correctly made.

Mr. William Warren handed me vouchers, signed by the Receiver General, showing the amount of the fees of office paid into the Treasury by this department. The vouchers agreeing with the sums charged in the books, I signed the accounts of the Surveyor General.

Amount of fees of office paid the Treasury in 1875.....	£250 0 0
Remaining on hand, 31st December	7 4 0

THE FINANCIAL DEPARTMENT.

The books of this department are for the first time kept by double entry, and although there is more writing required, and of course more work

MISCELLANEOUS.

to be done than would be found necessary in keeping books by single entry, yet the extra labor is amply compensated in various ways, such as in the increased facility obtained in comparing accounts with other public departments, and also in enabling the Financial Secretary to submit to the Executive a statement of the financial operations of the colony at any period of the year when required.

I examined the accounts of the department with the accountant, Mr. Reid (a very correct officer), and found them right.

The Consolidated Statement of the monetary affairs of the Colony, (an important document), has been carefully made out in the Finance Office, showing the final result of the financial operations of the Colony of Newfoundland for the year ending 31st December, 1875.

The Financial Secretary and the Accountant are occupied all day in various ways, such as issuing warrants for the public expenditure of the Colony, arranging accounts, requisitions, vouchers, and road orders, then entering them in their books, which is done every day or night, before they leave the office.

THE BOARD OF WORKS.

The method adopted for examining the daily transactions of the Board of Works, is as follows :—

Mr. Fraser, the book-keeper, reads off from the fly leaf of the cheque book, the amount of all cheques drawn by the Chairman during the day on the Union Bank. As the cheques are read off, a voucher is produced that I examine, to see that it agrees with the cheque, and for what service the money is required. When all the cheques are read off and vouchers compared with them, a requisition is made out by the accountant, specifying the various services for which payment had previously been made, as I have just stated, by the cheques of the Chairman on the Union Bank. The requisition is then entered in the journal and sent to the finance office, from whence a warrant is issued for the sum required; the Receiver General signs a cheque for the amount, which is taken to the Union Bank and there passed to the credit of the Board of Works.

This closes the daily examination of the department so far as the cheques of the Chairman on the Union Bank, for the daily transactions of the Board of Works, are concerned.

MISCELLANEOUS.

The whole business of the Board of Works was formerly managed by the secretary, Mr. Stuart; but owing to the increased work of the office, it became quite impossible for that officer, competent as he is well known to be, to overtake all the duties required in such an establishment, and keep the books regularly posted up.

The appointment, therefore, of a book-keeper to the Board of Works, for the more efficient working of the office, became a necessity.

Mr. Fraser, the book-keeper (a most efficient officer), is occupied all day and a considerable portion of the night, attending to the duties of the office, and in entering the daily transactions of the Board of Works in his journal, and posting them afterwards into his ledger. The advantage of keeping his books posted up every night is obvious, as the expenditure incurred on all our public institutions, and on our roads, can now be seen at any time of the year by a reference to his ledger. This has been the means lately, and will no doubt be the means in future, of preventing some of the over-expenditure on Legislative grants.

There were some appropriations on account of our public institutions overdrawn last year; but as the grants were merely estimates of the probable amount required for their support, an over-expenditure could not be avoided. For instance: the Receiver General, when making out his estimate of the public expenditure of the colony, cannot foresee how many patients may be admitted during the year to the Lunatic Asylum, Hospital and other public institutions; therefore, as I have just stated, the grants for these institutions being mere estimates, an over-expenditure cannot be always avoided.

I would, with reference to the above, respectfully recommend that the grants for these institutions be increased, so as to approximate nearer to the actual average expenditure required for their maintenance.

The appropriation of \$2000 which has been made each session of the Legislature, for "General Repairs of Roads and Bridges," has, in my opinion, been very properly struck out of the estimate, being merely a supplementary road grant, and in its distribution not reaching all the districts of the Island in a satisfactory manner.

Respectfully submitted.

THOS. GLEN,
Auditor of Public Accounts.

MISCELLANEOUS.

REPORT OF THE NEWFOUNDLAND AGRICULTURAL SOCIETY FOR THE YEAR ENDING 31ST DECEMBER, 1875.

On meeting the Agricultural Society at this, their annual meeting, your Committee beg to submit the following short retrospect of their transactions during the past year.

Throughout the Colony, the farming operations of the past season have proved fairly remunerative, and aided the people in many localities, where otherwise the short fishery must have left them but ill prepared to meet the present winter.

It is in seasons like the one just closed that the agricultural resources of the Colony prove themselves to be so material an adjunct to the fisheries, and more likely to draw the serious attention of the settlers to clearing and cultivating the soil.

Your Committee would therefore urge upon the Society, to take advantage of the ensuing spring, by pressing the subject of agriculture on the attention of fishermen, and holding out to them every inducement to extend the area of cultivation.

The crops of the past season, although differing to some extent from those of the previous year, are believed to be of not less value to our farmers.

Hay is reported short of the usual crop, and the quantity required to bring the cattle through the winter has had to be made up by importation from P. E. Island, New Brunswick and Nova Scotia, to the extent of 400 tons.

Early in the fall it was hoped that the potato crop, from its abundance and good quality, would compensate the farmer for the short crop of hay, but your Committee regret to learn that in many localities the potatoes are seriously damaged by disease, thus depriving the settlers of much valuable food.

Oats and barley, the only cereals grown in the Colony the past season,

MISCELLANEOUS.

have proved on most farms successful, and in addition to these, heavy crops of oaten fodder were cut and housed in good condition.

Your Committee regret they cannot report any extension in turnip culture—a crop now become of such importance when so many fine sheep are kept in most of the settlements.

The scarcity of labor just at the time this crop requires attentions, and without which it cannot be raised profitably, accounts, in some measure, for the comparatively small breadth sown; yet the ample returns for well-directed labor on the turnip field should induce those keeping sheep to give more attention to it.

With the view of keeping up the quality of the breeding sheep in the various outharbors, your Committee imported from P. E. Island thirty-one sheep of the most approved breed, and had them distributed gratuitously in such localities as most required them.

From the outlay thus incurred most beneficial results may be anticipated; provided those who have taken charge of the sheep give them the required attention during the winter, and save them from the ravages of dogs.

It is gratifying to know that in many of the settlements the dog nuisance has been very much abated, through great energy on the part of those who were deputed to carry out the Act for the better preservation of sheep, assisted by the willingness of the people to give up the use of dogs. In any future distribution of sheep it will be the imperative duty of the Society to confine such to those districts where due care has been taken to get rid of the dogs.

At the urgent request of several of the Representatives, garden seeds were sent gratuitously to their districts.

Your Committee, however, regret that an expenditure of this nature has again taken place, believing, as they do, that it takes materially from the usefulness of the Agricultural grant, because even were these seeds given to poor settlers who could not otherwise procure good seeds, the fact that little or no permanent improvement results from such an expenditure is condemnatory of the proceeding and calls for an immediate change.

MISCELLANEOUS.

At the request of the poultry breeders in this District, your Committee in the month of August, imported from the United States, twenty birds of the most approved breeds. This poultry after due advertisement was sold at Public Auction, and from the readiness with which the birds were purchased, it is evident that the opportunity thus offered by the Society to improve the several breeds has been appreciated, and it is further satisfactory that the net sales nearly covered the cost of importation, thus accomplishing the improvement at a very trifling outlay. Your Committee also imported from P. E. Island one valuable bull of the Ayrshire breed which has been placed at Brookfield Farm in St. John's West—a good centre for the dairy farmers of that end of the District, and ten pigs, of the Yorkshire breed, which have been distributed gratuitously in such localities as most required them.

These young pigs are the finest ever imported into this Colony and great improvement in this description of live stock may be expected, provided the requisite attention is given by those in charge of the animals.

It is to be regretted that more attention is not given to this stock in the outharbors, where generally the pigs are profitless to the owners; but your Committee recommend that the plan of sending yearly good animals to these localities be persevered in as the best means of drawing the attention of the outport farmers to the value of this description of live stock.

As an auxiliary to these importations, your Committee have, during the season, selected and purchased the best young stock to be had in this district, and have thus been enabled to supply bulls of excellent breed to St. Mary's and Placentia Bay; and in a similar way young pigs have been sent to several of the northern and southern outharbors.

In the month of May the imported bull, "Prince," reverted back to the Society, Mr. Robert Cowan's agreement for the keep of the bull having terminated at that time. Your Committee, deeming it right to retain this valuable animal for a further period in this district, handed him over to Mr. Nevill, on Topsail Road, to be kept by him for breeding purposes for another year. And it will now rest with the Society to make terms with Mr. Nevill, should they deem it wise to retain the bull beyond the period mentioned.

The hand-loom imported from Scotland some time ago, has been sent

MISCELLANEOUS.

to Trinity, and your Committee hope that early next season the loom will be put in operation for the benefit of the people there.

On the 14th October, the Society's annual show took place in the Drill Shed, and on the Bannerman Road. Your Committee had a prize list prepared, such as would induce extensive public competition, and it is gratifying to know that the Society's call was heartily responded to.

The samples of grain exhibited were confined to barley and oats. These samples were of excellent quality, having filled and ripened well, and were quite equal to any of the grain imported this season.

Swedes and yellow Aberdeen turnips showed to good advantage, the samples being numerous, the roots large, heavy and of good form, evidences of good seed and thorough culture; and it is satisfactory to know that most of these samples were selected from lands bearing heavy crops.

In quality and size nothing could exceed the several kinds of cabbage brought forward on this occasion. The samples being numerous, made quite an extensive display of this vegetable. No part of the exhibition gave a better idea of the capabilities of the soil and climate of Newfoundland than the numerous and varied samples of potatoes exhibited; and it is gratifying to know that most, if not all, had been raised from the seed imported by the Society, or from the produce of that seed.

The carrots and parsnips shown were fine, but the samples were not numerous, and from the gardens around St. John's, with one notable exception, viz. : the fine roots from Mr. Thomas Cook's farm.

Butter and eggs were to a limited extent brought forward, the excellence of the butter making it quite a matter of regret that the dairy farmers do not supply the market more extensively.

Several pens of very fine poultry were put in competition, containing remarkably handsome birds of the special breeds; and your Committee look forward to further improvement in this department, owing to the Society's ~~importation~~ importation of birds of pure breed made last season.

The exhibition of horned cattle, horses, sheep and pigs, although not so extensive as on some former occasions, there were many animals of great merit. The dairy stock on the ground showed evidence of considerable

MISCELLANEOUS.

care and attention on the part of the breeders, and especially notable were the heifers of Ayrshire breed, among which there were a few animals of great promise. In the class of young bulls, the same care is not so apparent, possibly from the fact that most farmers depend upon the imported animals. It would be gratifying to the Society to see this deficiency made good, as no doubt it could be, by more care in selection on the part of breeders. These remarks apply also to the show of young horses, for although there were upon the ground a few animals of fair promise, the anticipations of the Society have not been realized; but it is hoped that the placing within the reach of the breeders in this district and Conception Bay, the valuable stud horse "Royal Harry," may induce greater attention in this department, and be shown in the superior stock brought forward at the next annual exhibition.

The Committee have also to regret the very limited show of breeding sheep, especially as the few animals on the ground testified how much can be done by care in this description of live stock. In quality these sheep left little, if anything, to be desired.

A few very fine pigs were exhibited, most of these after the stock imported by the Society, making it evident, that were similar care given to this stock in the out harbors, it would very soon become of great value to the inhabitants.

Before closing this Report, your Committee take this opportunity of gratefully acknowledging the valuable assistance and co-operation of the Government, and the liberal grants of money from the Legislature on which wholly depends the usefulness of the Society; and your Committee would express the hope, that by judicious expenditure of the funds placed at their disposal, the Society will continue to merit the confidence so long reposed in them by the Government.

Annexed are the accounts for the past year, showing a balance against the Society of £51 17 1.

J. T. NEVILL,
President.

W. F. RENNIE,
Secretary.

St. John's, Nfld.,
12th Jan., 1876.

MISCELLANEOUS.

DR. THE AGRICULTURAL SOCIETY IN ACCOUNT

1875.

April 9.—	To John Jocelyn, keep of sheep.....	£6	0	0
May 24.—	“ James Gleeson, 1 plough.....	2	10	0
June 18.—	“ T. T. Walsh, 12 months rent of office.....	5	0	0
	“ Robert Cowan, keep of bull Prince	16	0	0
19.—	“ 2 young Bulls for Placentia and Fortune Bays.....	21	15	0
July 9.—	“ J. J. Dearin, Seeds.....	91	10	5
12.—	“ W. & L. Parker, 2 ploughs.....	5	12	6
13.—	“ Printing and Advertising	7	10	10
14.—	“ Invoice of poultry from Bangor, U. S.....	20	0	0
	“ Freight and cartage of ditto.....	2	0	0
Sept. 18.—	“ Invoice of 1 Bull, 31 Sheep and 10 Pigs.....	138	0	0
20.—	“ John O'Mara, Seeds, Placentia Bay.....	4	1	3
	“ Thos. McMurdo & Co., Seeds for Outports....	50	12	4
	“ John Jocelyn, keep of Stud Horse for 12 months.....	25	12	6
Oct. 14.—	“ Prizes given at Annual Show.....	46	17	6
	“ Expenditure of ditto	10	7	6
Nov. 16.—	“ J. & W. Pitts, 2 Bulls, 13 Sheep and Hay....	34	1	1
	“ Clift, Wood & Co., Oats.....	1	4	0
20.—	“ 6 young Pigs for Outports.....	4	10	0
	“ 3 Sheep for Outports.....	6	7	0
	“ Thos McConnan, Stationery.....	1	12	10
Oct. 10.—	“ Fees to 6 Judges at Show.....	3	0	0
	“ Cartage and expenses shipping cattle and sheep.....	5	6	8
	“ Henry Seymour, Seeds.....	25	13	10
Dec. 13.—	“ Secretary's Salary—12 months.....	45	0	0
		<hr/>	<hr/>	<hr/>
		£580	5	3

ROBT. KENT, }
 WM. PITTS, } *Auditors.*

MISCELLANEOUS.

WITH THE TREASURER, FOR YEAR 1875. Cr.

1875.		
Jan. 31.—By	balance from last year	£109 16 3
July 27.—“	annual vote of the Legislature	388 9 2
Nov. 13,—“	net proceeds of sale of Poultry	20 2 9
	“ sales of Board from Show	2 15 0
	“ subscriptions from Members.....	7 5 0
	“ balance due Treasurer	51 17 1

£580 5 3

JOSEPH CROWDY,
Treasurer.

W. F. RENNIE,
Secretary.

MISCELLANEOUS.

**REPORT OF J. T. NEVILL ON PUBLIC BUILDINGS AND
LIGHT HOUSES.**

BOARD OF WORKS OFFICE,
DEPARTMENT OF LIGHT HOUSES AND PUBLIC BUILDINGS,
St. John's, Newfoundland, 1st January, 1876.

SIR,—

Attached hereto I have the honor to lay before you my reports upon Light Houses and Public Buildings for the past year, together with estimates of the expenditure required for the current one.

The Light Houses to the westward were inspected in the circuit steamer *Walrus* and steamer *Greyhound*, all but those at Cape Pine and Cape St. Mary's having been visited. The weather would not allow of landing at these places as the steamer reached them, and she could not be detained as she was required for the northern circuit.

The *Hercules* was employed for the northern inspection, and every Light House was visited without causing any delay but that necessary for the work of landing.

I found the keepers in most cases very attentive in the discharge of their duties, and details requiring attention during 1876 are described in the report.

In my report upon Public Buildings, I have not brought forward any improvements, but confined myself to those works that I believe to be absolutely essential, and but incidental to the ordinary wear and tear of buildings, and, in accordance with the instructions of the Hon. Receiver General, the amounts have been kept within the lowest possible limits.

The completion and occupation of the Quidividi Hospital wing for males during the past year, renders this a fitting opportunity to call your attention to the extent and quality of the accommodations for the sick and disabled in the neighborhood of St. John's, and the small cost at which it has been secured.

MISCELLANEOUS.

The buildings at Quidividi provide thirty-six beds for males and twenty-one for females. These are intended for surgical and (non-contagious) medical cases. The wards give one thousand cubic feet of space to each patient, ample provision is made for heating and ventilation, a service of hot and cold water is provided to the baths and sinks, and the water-closets and urinals are fitted with the most approved hospital apparatus. The new work is of the most substantial and desirable character. The walls are of brick-work, hollow, built in Portland cement and rendered with cement on the outside and inside faces. The floors are of hardwood, finished with a beeswaxed surface, to render washing unnecessary. The floors and roof have a course of bricks over their entire surface, between the joists, for the purpose, in the former, of preventing transmission of air and seeds of disease from story to story, and in the latter to enclose an air space to prevent atmospheric changes affecting injuriously the internal temperature. These interposed courses of bricks also render the building, to a certain extent, fire-proof.

In January, 1872, I had the honor of reporting to the Government upon the plans then recently obtained from England for a new Hospital, the probable cost of which would have been \$160,000, and also upon my views relative to providing Hospitals. The general features of this report were adopted, utilizing as it did some very expensive buildings formerly used by the military. The result is that this colony may fairly claim to have, in proportion to its size, accommodation for the sick as good in quality and greater in extent than is provided elsewhere, viz. :—

	BEDS.
At Quidividi Hospital.....	57
George's Barracks, as a Lazarette.....	35
Old Gaol, Signal Hill, for Small-pox, &c	50

In my report already referred to, it was stated that this could all be attained for from ten to twelve thousand pounds. The actual outlay has been \$40,900, or ten thousand two hundred and twenty-five pounds, and in that sum is included a considerable expenditure for the temporary accommodation of small-pox patients in 1872, and the cost of all the furniture provided to the present time.

In July last a contract was entered into with Mr. Thomas Burr ridge, for the erection of a kerosene oil store. The greater part of the materials

MISCELLANEOUS.

had to be imported. The work was not completed as early as it should have been, but the building will shortly be ready for use, though the earth covering cannot be put on until the frost goes.

I have the honor to be,

Sir,

Your obedient Servant,

J. T. NEVILL,

Inspector of Light Houses and Public Buildings.

C. DUDER, Esq., M. H. A.,

Chairman of the Board of Works.

In January 1872, I had the honor of reporting to the Government upon the plan then recently submitted from London for a new hospital, the probable cost of which would have been £100,000, and also upon my views relative to providing hospitals. The general features of this report were adopted, and it has since been very extensively published. It is now used by the authorities. The result is that the estimate in my report to have in proportion to the actual requirements for the year as good in quality and greater in extent than is provided elsewhere. The estimate for 1872 given in the report was £100,000. In my report already referred to, it was stated that the cost of the building for the year 1872 would be £100,000, and twenty-five pounds, and in that sum is included a considerable expenditure for the temporary accommodation of small-pox patients in 1872, and the cost of all the furniture provided for the present time. In July last a contract was entered into with Mr. Thomas Bourdieu for the erection of a temporary oil store. The greater part of the materials

MISCELLANEOUS.

LIGHT HOUSES.

LONG POINT, TWILLINGATE.

The contractors for the erection of the tower and the keeper's dwelling at this place have completed their work satisfactorily. The eastern parapet, lantern apparatus, lenses, &c., did not arrive in St. John's until too late for their erection this year. They are in store ready for transport to their destination as early as the spring will allow. The light can be put in operation early next season. The keeper, Samuel Roberts, is in charge of the new buildings, and is engaged in building a store and painting the houses.

WADHAM'S ISLAND LIGHT HOUSE.

The landing place and store, for which materials were purchased in 1870, have been completed and are very useful improvements to the station. The whole of the buildings require painting this year.

CANN ISLAND LIGHT HOUSE.

The keeper has been furnished with material to enable him to furnish a porch, store and cellar. The buildings require painting this year.

PUFFIN ISLAND LIGHT HOUSE.

A flag-staff was put up, a cellar made, and the materials for constructing a wharf were purchased last year. The wharf should be constructed as early in the year as possible, as without it there is considerable difficulty in landing the oil and stores.

CAPE BONAVISTA LIGHT HOUSE.

The dwelling house chimneys have been partially rebuilt. A new gallery and steps thereto are wanted. The well should be relined and the well-house raised, the treads to stairs are worn out and new ones are required, and all the building should be painted this year. Eight new lamps are necessary to replace the same number of worn-out ones. A new boat is also wanted.

MISCELLANEOUS.

 GREEN ISLAND LIGHT HOUSE.

Shoots have been put to the eaves of the store and well-house with conductors to the cistern, and by this means a supply of water sufficient for the station has been secured; thus doing away with the annual expense of boating water to the Island. The store requires new sills, and the walls and roof must be braced. The landing place requires replanking and the store thereon reshingling. The drum of the lantern (of free stone) is very much decayed and must shortly be renewed. The stand for the lens is not steady, and should be replaced by a new one. The roof of the building requires painting.

FORT POINT, TRINITY HARBOR, LIGHT.

Hatches have been put over the stairways to keep draughts from the lamps, a porch has been built and a fence made for the keeper's protection when visiting the light in stormy weather. The building must be painted inside and out this year.

BACCALIEU LIGHT HOUSE.

The ends of the wood beams supporting the light room floor are rotten and new iron ones should be put in to replace them. The drum of the lantern and the tower require pointing; one of the sills of the house is rotten and the work incident to replacing it should be done as early as possible. New platforms and steps are required to the entrance. A flag-staff should be provided.

HARBOR GRACE ISLAND.

This station was not inspected last year. The keeper reports the occurrence of frequent falls of the rock of which the island is composed.

LEADING LIGHTS, ST. JOHN'S.

A design for the improvement of these lights was submitted to the Board, but the work was postponed. Repairs have been made as required and new reflectors furnished.

FORT AMHERST LIGHT HOUSE.

Repairs have been made to the bridges, road and fences. The building should be whitewashed outside this year.

MISCELLANEOUS.

CAPE SPEAR LIGHT HOUSE.

Some of the shingling has become loose from decay of the nails, and will have to be renewed.

FERRYLAND HEAD LIGHT HOUSE.

Reports were made last March that this light had been out for some time during the assistant keeper's watch. After visiting the place I reported to the Board upon the circumstances of the case, and it was deemed advisable to remove the assistant to Cape Pine, and the keeper was reprimanded for irregularity. The light tower will require pointing and should be coated either with paint or liquid glass. The roof of the dwelling should be painted.

CAPE PINE LIGHT HOUSE.

The usual repairs required to the road from Trepassey to this Light House have been made. It seems unfair that the whole expense of these should be borne by the light house fund, as more than two-thirds of the distance (including two expensive bridges), is made use of as the public road to St. John's. The assistant keeper having been absent from his duty without leave, he was dismissed the service, and his place supplied by the assistant removed from Ferryland.

CAPE ST. MARY'S LIGHT HOUSE.

The light room floor will require some repairs, and the machine must be adjusted. Several of the lamps have been repaired.

DODDING HEAD LIGHT HOUSE.

The rotten wood beams of light room floor have been replaced by iron ones, thus effecting a great and permanent improvement. The Board having consented to find the material, the keepers have erected a large new porch to the house. Several complaints having been made that the light did not perform in accordance with its description on charts and in books of sailing directions, an examination was made, which shewed that the operation of the light was in accordance with the published notice of the Board, when the light was first exhibited, and that the Department

MISCELLANEOUS.

was in no way responsible for such wrong description. The chief of the Admiralty survey was communicated with upon the subject, and he undertook to make the necessary corrections.

BRUNETTE ISLAND LIGHT HOUSE.

A retaining wall should be built on north side of house to support the pathway.

GARNISH BEACON LIGHT.

This tower would have been much more useful had it been placed on the end of the breakwater. It could easily be moved there, but the end wharf would have to be considerably strengthened to render the Beacon safe upon it. This Beacon was a local erection, and was not placed in charge of the department until after it was completed. A more efficient lantern, lens and lamp should be provided.

BELLORAM HARBOR LIGHT.

A small house for coals has been built. Paint inside and outside is required this year.

ROCKY POINT, HARBOR BRETON.

A new tower has been completed, and the improvements in the light and lantern recommended last year have been made.

BOAR ISLAND LIGHT HOUSE.

This station is in excellent condition and will not require anything more than the usual supplies.

ROSE BLANCHE LIGHT HOUSE.

During the past season a cellar has been made and a railing put up round the house. A boat has been purchased for the use of the keeper. The road from the landing place to the house requires to be gravelled. When this station was inspected it was found that the keeper had made unauthorized alterations in the rooms of the house, by which the good

MISCELLANEOUS.

order of the station had been injured. Upon this being reported to the Board, it was ordered that the keeper replace partitions, &c., as they had been previously, on pain of dismissal. He reports that this has been done.

CHANNEL HEAD HARBOR LIGHT.

The tower erected in 1874 is in a place very difficult of access, rendering it undesirable that the light should be operated by a resident on the other side of the gut. To obviate this a small dwelling house is required. The lantern and apparatus have been erected and the station placed in charge of Timothy Pike, as keeper. It is desirable that a dwelling house should be provided for the keeper adjoining the tower as soon as possible.

Respectfully submitted,

J. T. NEVILL,
Inspector.

MISCELLANEOUS.

PUBLIC BUILDINGS.

HOSPITAL, QUIDIVIDI.

The new wing for male patients has been completed and occupied, and affords every modern requisite as to cubic space, heating, ventilation, water service, &c. To render it thoroughly complete, the walls of the building should be painted inside and out. In making the alterations necessary for adapting the old Military Hospital for civil uses, the work was carried out with the idea of having the brick walls whitewashed. Dr. Crowdy does not consider this sufficiently good; and deems that they should be plastered; of course they would be more perfect if so done. The exposed beams of the roof require either casing or planing. A laundry is wanted, and it is proposed to use the existing dead-house for the purpose, and to put up a wood building for a dead house. The out-buildings require some pointing and repairs.

The grounds require fencing, the materials for which were purchased last year and are now on the ground. To put up this fence, to plane or case the beams in the female wards, to repair the out-buildings, build a dead-house, and perform any incidental repairs, will require six hundred dollars.

LUNATIC ASYLUM.

The work on the new males' wing having been stopped before that building was completed, I have to report upon the work still necessary to complete it.

On the upper floor the ventilation tubes have to be fixed and gratings provided to the floors of bath-rooms, lavatories and water closets—the latter are also required to the ground floor, and on both floors the water service has to be finished, and the whole of the heating apparatus put in. On the ground floor the spaces over the air chambers have to be laid with brick, the locks have to be put on the greater part of the doors and the connection formed between the old and new wings; the wood-work requires staining and varnishing. On the basement the floors of the passage and the store-rooms have been laid. These works will cost two thousand dollars, including payment for the painters' work already done.

MISCELLANEOUS.

An excellent board fence has been erected on the northern boundary of the Asylum property, from the bridge west to Brookfield farm.

I reported last year that a considerable saving in fuel could be made by supplying the water to the building, so that it could be delivered by natural pressure over the whole building without using the steam pump for the purpose. After a very careful examination I reported to the Board that the best way in which this could be done would be by taking the water from the main or north river, using the power of the river itself to force the water into a distributing cistern. The adoption of this plan would insure an ample supply of water at all times, and would be entirely independent of neighboring proprietors. The cost would be one thousand dollars, while the first proposed plan of obtaining water from the small brook, from whence it is now obtained, would cost eight hundred dollars, with a possible further claim for compensation for land and an inadequate and apparently decreasing supply of water. To generate the steam necessary for pumping does not require less than fifty tons of coal per annum. This matter of the water supply should be definitely determined upon before the water service is completed in the new wing, as to carry out the present system will require more expensive arrangements than the proposed one.

The medical superintendent is desirous of having an arrangement made of the boiler house capable of accommodating both the new and old boilers; this will cost about one thousand dollars. I believe the new boiler to be capable of supplying steam for all the demands of the institution if relieved of the pumping, and the waste heat utilized in the drying closets instead or in aid of steam. Five hundred dollars will be required to effect these improvements.

Incidental repairs will require six hundred dollars.

COURT HOUSE, ST. JOHN'S.

A fire-bell has been put up on the roof of this building, arranged so as to be under the control of the police and to be operated by them.

With regard to the Lock-up I must report as I did last year, that it has been cleaned from time to time, but the accommodation is inadequate, and as long as this continues complaints will be made of its unsuitableness. The wood-work was painted throughout early in the season. The Court House roof has received some repairs, which it will

MISCELLANEOUS.

continue to require until the lead flat is removed and replaced by a felt and gravelled roof. Incidental repairs will require six hundred dollars.

PENITENTIARY.

The attacks of fever from which the inmates of this institution had suffered during the latter part of 1874, it was deemed necessary to remedy the structural defects of the building as regards ventilation and warming, which were supposed to have led to the then unhealthy state of the prisoners. The latter were removed to George's barracks, to allow of the necessary works being carried out,—these were of considerable difficulty, but have been performed, so that every cell throughout the building has a separate flue for removing vitiated air, while fresh air is admitted to the corridors over a Chilson's furnace, which warms it when required by the weather. From the corridors a separate opening admits the fresh air to each cell. The ventilation is thorough, and a great improvement. The water closets have been done away with, and earth closets used instead. The lower males' ward and the females' ward have been divided, to allow of a better classification of the prisoners. The wash-house and work-room, recommended in the presentment of the Grand Jury, can be conveniently erected near the prison entrance. These, with incidental repairs, will require six hundred dollars.

At the Poor Asylum, Custom House and Colonial Building the usual incidental repairs have been performed, and will be required during the current year, and the same may be said of the Block House, and the Lodge and Guard-room, Government House.

IMPERIAL BUILDINGS.

These old buildings have been during the past year, as they will continue to be, a source of expense for repairs. At Fort Townsend some fences have been repaired, and materials ordered for a new one around the gardens. The Inspector's quarters have been repaired and painted inside and out, the straw house has been floored, the chimneys pointed, a retaining wall rebuilt, and many minor repairs made. The fence for which the materials have been ordered, will have to be put up, some other fencing repaired, a fence retaining wall rebuilt, the entrance gates renewed, and incidental work performed.

The quarters occupied by the signal-men at the hill have been

MISCELLANEOUS.

re-shingled, and other repairs made, and during the coming season the necessity for work will arise as the defects shew themselves in these and the other buildings at Signal Hill, and the rest of the Imperial property. A new board fence will be required to the Museum grounds. The Commissariat house had to be extensively repaired, as on removing a decayed piece of base board, it was found that all the sills were completely rotten. These and the rotten ends of the uprights were taken out and replaced with brickwork.

Respectfully submitted,

J. T. NEVILL,
Superintendent of Public Buildings.

ESTIMATED COST OF NEW WORKS

(Private Houses)

1000	1000
2000	2000
3000	3000
4000	4000
5000	5000
6000	6000
7000	7000
8000	8000
9000	9000
10000	10000

(Public Houses)

1000	1000
2000	2000
3000	3000
4000	4000
5000	5000
6000	6000
7000	7000
8000	8000
9000	9000
10000	10000

J. T. NEVILL, Inspector.

 MISCELLANEOUS.

 REPAIRS OF PUBLIC BUILDINGS.

St. John's Court House.....	\$600
" Penitentiary.....	600
Outport Court Houses and Gaols.....	2,000
Lunatic Asylum.....	600
Poor Asylum.....	400
St. John's Hospital, Quidividi.....	600
Custom House.....	100
Colonial Building.....	400
Block House.....	200
Imperial Property.....	1,200
Guard Room, Lodge and Gardener's House.....	280
Drill Shed.....	100
	<hr/>
	\$7,080
	<hr/>

ESTIMATED COST OF NEW WORKS.

(PUBLIC BUILDINGS.)

To finish the males' wing, Lunatic Asylum.....	\$2,000
Water service, do.	1,000
Boiler-house improvements, do.	1,000

(LIGHT HOUSES.)

To erect iron drum, lantern and apparatus, and finish Long Point Light House, Twillingate.....	1,000
New Light House, Cape St. Francis.....	20,000
New Light House, in place of Harbor Grace Island Light, upon a new site.....	8,000
	<hr/>

J. T. NEVILL, *Inspector, &c.*

 MISCELLANEOUS.

 NEWFOUNDLAND LIGHTS.

ESTIMATE OF COST OF MAINTENANCE FOR THE YEAR 1876.

Long Point, Twillingate.....	\$1,400
Cann Island, Seldom-come-by.....	840
Offer Wadham's Island.....	1,300
Puffin Island, Greenspond.....	950
Cape Bonavista.....	1,850
Green Island, Catalina.....	1,600
Fort Point, Trinity.....	250
Baccalieu Island.....	2,000
Harbor Grace Island.....	1,300
Do. Do. Beacon.....	400
Fort Amherst.....	1,300
St. John's Leading Lights.....	200
Cape Spear.....	1,500
Ferryland Head.....	1,800
Cape Pine.....	1,600
Cape St. Mary's.....	1,800
Dodding Head.....	1,300
Brunette Island.....	1,300
Garnish.....	240
Belloram.....	390
Rocky Point, Harbor Breton.....	250
Boar Island, Burgeo.....	840
Rose Blanche.....	950
Channel Head.....	500
Inspector's Salary.....	800
Contingencies.....	800
	<u>\$27,460</u>

J. T. NEVILL, *Inspector.*

 MISCELLANEOUS.

 REPORT AS TO PROPOSED LIGHT HOUSE OR FOG-
 SIGNAL AT CAPE ST. FRANCIS.

At Cape St. Francis there is a well-situated site for a Light House or signal station, eighty-seven feet above the sea level.

In determining which of these is to be adopted, it must be remembered that vessels making Cape St. Francis from the eastward have the benefit of the excellent lights at Cape Spear and Baccalieu Island, and if somewhat to the northward, of that on Harbor Grace Island also. These are sufficient guides in clear weather for the locality, but in fogs or snow storms are as useless as any new one would be on Cape St. Francis. The adjoining coast is so bold that it can be approached safely in clear weather. Facts prove this, as *no* casualty has occurred here (as far as I can learn *absolutely none*) except in fogs or snow storms, while, during the prevalence of these several vessels have been lost. It therefore appears that a phonic signal is of primary importance, though undoubtedly its value would be increased by being combined with a light, but so combined the light need not be more than a single argand burner with a dioptric lens of the fifth order. Such a light will be visible twelve miles in clear weather. The Fog Alarm should be at least as powerful as a ten-inch whistle and capable of being heard six to seven miles to windward in storms. These could be operated by two attendants, but if the light is of a superior order three would be required.

The cost of erecting and equipping a powerful phonic signal combined with a small light will be eighteen thousand dollars (\$18,000), and the probable annual working expenses will be as under :—

Engineer \$480 and Assistant \$400.....	\$880
Stores, oil for lights, &c.....	580
Coals, say 150 tons Pictou coal, delivered on wharf in Biscayan Cove, at \$8.00.....	1,200
Labor landing, cartage from wharf to engine house, and labor storing, \$1.40.....	210
Per annum.....	<u>\$2,870</u>

The cost of erecting and equipping a first-class light, such as should be

MISCELLANEOUS.

placed on Cape St. Francis, if no phonic signal is combined with it, would be \$20,000, and the annual expenditure would be \$1,800.

In a private communication forwarded herewith, I have the honor to submit for the consideration of the Government, a proposal by which an alarm, equal in power to that estimated for above, can be erected for about the same amount, the running expenses of which, with the light, will not exceed \$1,300 per annum.

Respectfully submitted,

J. T. NEVILL,

Inspector of Light Houses, &c.

Board of Works Office,
11th Feb., 1876.

MISCELLANEOUS.

REPORT OF ALEXANDER MURRAY, ESQ., ON HARBOR
GRACE ISLAND LIGHT HOUSE, FOR 1875.

GEOLOGICAL SURVEY OFFICE,

June 21, 1875.

MY DEAR SIR,—

In accordance with a desire expressed by yourself and other members of the Executive, I have visited the site of the Light House on Harbor Grace Island, and now beg to lay before you the following Report and Diagram explanatory of its condition, together with a few suggestions for your consideration.

With the exception of a few outlying inaccessible rocks, the island upon which the Light House is erected is the most northerly of the group known as the Harbor Grace Islands. Its surface area amounts in all to a little over an acre and a half of flatish ground. At the highest part, which is close to the northern end, stands the Light House; the base of which is by my aneroid 114 feet above the level of the sea, but according to Mr. Oke, the keeper, 100 feet. The Harbor Chart of Lieutenant R. Pecon, dated 1820, gives the height of the light as 151 feet, visible 20 miles. The island rises out of the sea in bold precipitous or overhanging cliffs, which are only accessible near the south-eastern (true bearing) angle, where a ladder is placed, together with other appliances for the accommodation of the people in charge, hoisting up provisions, boats, &c. By reference to the diagram No. 1, it will be seen that the island is intersected by two deep fissures or gulleys, one of which (the most southerly) nearly cuts the island into two parts, the head of it reaching to within eight or ten feet of the western precipice. The other gully is not so deep, but is wearing in the direction of the building. Near the south-eastern end of the island, by the path leading from the landing place, at the height of 36 feet above the sea level, there is a spring of good fresh water, (although slightly calibrate), said to be the only potable water on the group.

The rock of the island is a dark blueish-grey somewhat ferruginous clay-slate, very brittle, with a cleavage coincident with the bedding, and another parallel with a set of joints at nearly right angles to the strike, which in-

MISCELLANEOUS.

tersecting each other, cut the mass up into rectangular blocks and slabs. The slates moreover are fissile and splintery, dividing into fragments parallel with the bedding, in some cases not much thicker than brown paper. The dip of the rock at the landing is N. 35° , W. \sphericalangle 24° , but a little higher up it bends round to N. 60° W. \sphericalangle 33° . Farther north the dip gets still more westerly and the inclination steeper; and there appears to be a sharp corrugation between the position of the wall and the centre part of the island. The strata are disturbed by numerous faults running for the most part nearly parallel with the strike, but in some instances obliquely or at right angles; and innumerable quartz veins intersect in a course varying from 3.53° W. to 3.60° W., underlying at all angles from 60° north-westerly to a vertical attitude.

With so many elements of weakness, it is easy to conceive that the group of islands of to-day were at no very remote date all connected in one; and a little farther back in time were part and parcel of the main land. The action of water percolating through the cracks and fissures, assisted by the frosts of winter, and subsequently giving way to the heat of summer, the denuding influences of the atmosphere, and the constant lashing of a raging sea; all combine towards the destruction of these shattered outposts, which inevitably must ere very long cease to exist except in ruins and debris. The immediate dangers to which the Lighthouse is exposed are two-fold: First—From the vast masses becoming detached on the western face, through the agency of water and frost along the lines of dislocation. In this way, it would appear that something like 96,000 cubic feet of rock have fallen from the western face nearly opposite the building since 1860; a large proportion of which fell as recently as 1873; and some also again in 1874. Within some twenty years, Mr. Oke informs me, and the Honorable Mr. Donnelly confirms the same, the western face, which is now an overhanging precipice, was a sloping sward of grass, where sheep could feed, and where hay was mowed. At one part, near the northern end of the islet, the sea has worn out a cavern through and through at the water's level, the line of which passes within half a chain of the north-east angle of the building. The site of the former Light House, removed two years ago, is now almost entirely gone. Secondly,—The slower but equally sure process of disintegration which is going on, on the eastern side, where the constant action of the sea is wearing out hollows and caverns below the outcropping edges of the higher strata which must necessarily fall or crumble away. This process is most rapid along a line of east and west dislocations, which are also parallel with a jointage, and exemplified in the two deep gulleys already mentioned.

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Within ten years the great gulley was solid ground at the western end, where it is now bridged over as the only means of communication with the building ; but were another avalanche to take place, of equal dimensions to the slip of 1873, the Light House rock would be inaccessible, and the people cut off from either water or supplies.

It is impossible to state positively how long a time the present building might remain securely in its present position ; it might not receive any material damage in fifty years, and it might disappear altogether within a few months, or weeks, or even days. All that can be said with precision is, a catastrophe is imminent, and the ultimate severance and final total disintegration of the island is inevitable, and simply a question of time.

As regards the removal of the Light House to another part of the same island, or to another island of the same group, I consider neither proceeding at all advisable ; first, because in any case the same objections will apply to a greater or less extent, as have already been stated, all through the group ; and, secondly, because any position that might be selected, must be at an inconveniently low level. The most eligible part for a site on the islet now used would be south of the great gulley, where it is broadest, but the foundation of the building would then be at least forty feet lower than the base of the present erection ; and on the largest island of the group it would be fully sixty feet lower, besides the objection of being too distant. The intervening islands need not be taken into account at all, their condition being if possible more worn than the one on which the structure now stands.

In conclusion then, the only remedy for this most serious defect seems to me to be:—First,—that for the sake of life and property, the light house should be removed ; and next I would suggest, that it will probably be found necessary to substitute for it *two lights* ; one on the Old Sow of Mosquito Point, and another on the north-west angle of Great Bell Island opposite the Bell Rock. These two lights would command the whole bay from without, while the former would be favorably situate for the entrance to Harbor Grace and Carbonear, and the latter would serve a similar purpose to craft bound for Bay Roberts, Port-de-Grave, Brigus, and other ports at the head of Conception Bay.

I have the honor to be,

My dear Sir, Yours truly,

ALEX. MURRAY.

The Hon'ble the COLONIAL SECRETARY, &c., &c., &c.

MISCELLANEOUS.

**REPORT OF MR. JOHN MAHER ON WATER SUPPLY TO
GREAT PLACENTIA, 1876.**

ST. JOHN'S,

March 14, 1876.

JOHN STUART, Esq.,
Secretary Board of Works.

SIR,—

In accordance with your instructions, I beg leave to report that I have examined the various sources from which the inhabitants of Placentia procure water for domestic purposes, and find that three localities furnish the only drinkable water that can be obtained, namely, the Swans' well, the Quarry well, and a spring at Betty's Cove, across the Southeast Gut.

The Swans and Quarry wells are springs flowing into barrels sunk in the ground at the base of, and separated from each other by, Dixon's Hill, and are distant from a central point in Placentia thirty-seven chains and thirty links, and twenty-three chains and forty links, respectively, and as both of them are below the level of the sills of many houses in Placentia, cannot, of course, be availed of as a water supply by pipes.

The spring at Betty's Cove is much above the level of Placentia, and is distant from the Central Point above mentioned fourteen chains, and has a much greater supplying capacity than those already mentioned, as its water, besides having a steady flow, can be supplemented by a small stream which flows down the ravine, between Mount Pleasant and the Strouter Hill and in close proximity to the well. By constructing therefore a reservoir capable of holding, say, twenty thousand gallons, which would be twenty-five square by six feet high or deep, with a pipe leading therefrom across the bottom of the South East Gut, to a hydrant at the Central Point before mentioned, a constant supply of good, wholesome water could be furnished the inhabitants of Placentia, at a comparatively moderate cost.

The Southeast Gut is about six chains in width, and six feet deep at low tide; but in the dry summer months this depth is much less, and the stream narrowed to its minimum. Advantage, therefore, could be taken of those dry months, and by a judicious working of the tides, and

MISCELLANEOUS.

diverting the stream from one side of the Gut to the other, and *vice versa*, as the work progressed, a trench of sufficient depth could be excavated that would receive say a two-inch cast iron pipe, with lead joints, which once laid would remain in perfect security. One end of these pipes, as before stated, would connect at Betty's Cove with the reservoir, and the other end with a hydrant or hydrants in the town of Placentia, and similar in construction to those in St. John's.

The total cost of this wall, including brick reservoir laid in cement, in round numbers, would be \$1,960. A plank reservoir instead of brick would lessen this amount by \$360.

The estimate in detail can be furnished if required.

There is another source from which a permanent supply of water could be obtained, namely, from Rattling Brook, a stream of water which flows from Crawley's Pond, and crosses the south-east road two miles two chains and forty links, from the central point in Placentia already mentioned, and is about thirty-nine feet above the level of the town where it intersects the road. To convey the water from this place, fifty-three tons cast-iron pipe three and a half inches and two inches in diameter would be required, and for which four thousand lenial yards of excavation would be necessary. These two items alone would require an expenditure of four thousand dollars; a further sum of twenty-four thousand dollars would be required to cover the expenses of reservoir, tanks, connection pipes, hydrants, compensation for land, labor, &c., &c., involving on the whole an approximate outlay of sixty-four hundred dollars.

An explanatory map accompanies this report, to which I respectfully direct your attention, and beg to subscribe myself,

Your obedient servant,

JOHN MAHER.

MISCELLANEOUS.

GENERAL STATEMENT OF THE AFFAIRS OF THE UNION
BANK OF NEWFOUNDLAND, FOR THE YEAR ENDING
31st MAY, 1875.

LIABILITIES.

Capital Stock paid up	£76,000	0	0
Reserve Fund	60,000	0	0
Profit and Loss, undivided	2,062	13	4
Bank Notes in circulation.....	154,568	0	0
Due by the Bank (including deposits on interest payable in January and July only, on receiving 15 days' notice	382,201	4	7
Dividend of 16 per cent. for the year ending 31st May, 1875.....	£12,160		
Less one-half paid November last	6,080		
		6,080	0 0
			<u>£680,911 17 11</u>

ASSETS.

Specie in the vault of the Bank.....	£53,727	13	1
Notes of other Bank s.....	1,233	0	0
Bills discounted, Loans, &c., including Newfoundland Government Debentures.....	256,645	5	9
Balances due by Agents, and funds available in 15 days	360,361	16	2
Leasehold Premises, Water Street	4,944	2	11
Bank Premises, Iron Safes and Office Furniture (cost over £8,000.....	4,000	0	0
			<u>£680,911 17 11</u>

 MISCELLANEOUS.

Average Amount of Notes in Circulation and Specie on hand, for the Year ending 31st May, 1875.

1874.	SPECIE.	CIRCULATION.
June	£59,774	£133,287
July.....	58,407	124,633
August.....	59,202	125,377
September.....	72,092	128,673
October	69,863	139,356
November.....	58,407	169,547
December.....	57,881	164,718
1875.		
January.....	60,120	155,400
February.....	67,696	143,913
March.....	70,985	138,139
April.....	57,166	143,116
May.....	55,421	151,480
Average for the year.....	£62,251	£143,136

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.

(Signed,)

 ROBERT ALEXANDER,
 Chairman.

 ROBERT THORBURN,
 A. W. HARVEY,
 W. B. GRIEVE.

 MISCELLANEOUS.

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.

(Signed,)

JOHN W. SMITH,
Manager.

Sworn before me, at St. John's, Newfoundland, }
 this 5th day of June, A. D., 1875 }

(Signed,)

D. W. PROWSE, J. P.

 MISCELLANEOUS.

DR.	THE COMMERCIAL BANK OF		
To Proprietors, for Capital Stock.....	£50,000	0	0
“ Notes of this Bank in circulation.....	72,887	0	0
		122,887	0 0
“ Due to Sundries on current accounts, deposit re- ceipts, &c., &c., &c.....	117,821	16	7
“ Unclaimed Dividends.....		60	0 0
“ Dividend for the year, at 10 per cent.....	5,000		
of which one-half was paid Dec., 1874	2,500		
		2,500	
Bonus.....	500	3,000	0 0
“ Reserve Fund.....	20,000	0	0
“ Profit and Loss, unappropriated.....	1,641	7	9
		£266,410	4 4

We, the undersigned Directors of the Commercial Bank of New South Wales, hereby certify to the truth of the above statement and believe that the same is a correct and complete statement of the affairs of the Bank.

JAMES HARRISON,
 Chairman.
 JOHN THOMSON,
 A. W. HENDER,
 W. B. GIBBS.

MISCELLANEOUS.

NEWFOUNDLAND, 30TH JUNE, 1875.

CR.

By Specie in the Vault in Gold and Silver Coins.....	£53,593	10	3
“ Notes of and Cheques on other Banks.....	1,558	14	0
	55,157	4	3
“ Debenture Bonds, Water Stock and other invest- ments, including interest now due thereon.....	45,509	15	1
“ Local Bills, discounted, amounts due from other Banks, &c., &c.....	162,743	5	0
“ Bank Premises, with Iron Safes and Office furni- ture and fixtures, cost £4000.....	2,000	0	0
	£265,410	4	4

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 the 30th June, 1875.

Wm. H. ...
 John ...
 John ...
 John ...

 MISCELLANEOUS.

Average Amount of Notes in Circulation and Specie on hand, in each Month of the Year ending 30th June, A. D., 1875.

MONTH.	NOTES.	SPECIE.
1874.		
July.....	69,154	41,359
August.....	69,075	42,449
September.....	70,927	29,058
October.....	81,652	32,586
November.....	93,512	43,608
December.....	93,833	41,564
1875.		
January.....	87,768	39,985
February.....	82,038	33,479
March.....	78,650	31,545
April.....	79,141	43,774
May.....	81,259	44,860
June.....	76,944	49,899
Average for the year.....	80,338	39,514

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 the 30th June, 1875.

S. RENDELL,
EDWIN DUDER,
JOHN WINTER,
CHAS. BOWRING.

MISCELLANEOUS.

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, }
this 8th day of July, 1875. }

G. R. LILLY,
Commissioner of Affidavits, Supreme Court.

 MISCELLANEOUS.

 REPORT OF THE CASHIER OF THE NEWFOUNDLAND
 SAVINGS' BANK, FOR THE YEAR ENDING 31st DECEM-
 BER, 1875.

Amount of Deposits, 31st December, 1875.....	\$983,768 09
Do. do. 31st December, 1874.....	970,645 75
Increase of Deposits for the year 1875	13,122 36

Amount deposited during the year	\$185,723 77
Do. withdrawn during the year.....	172,601 41

Amount received for interest on investments of all kinds...	\$45,101 16
---	-------------

Which account was thus closed,—

Interest added to depositors' accounts for the year..	\$28,824 04
Disbursements for year	3,502 81
Harbor Grace do.	206 00
Balance carried to Reserve Account.....	12,568 31
	<u>\$45,101 16</u>

THE RESERVE ACCOUNT is as follows:—

CR.	
By balance from 1874.....	\$35,455 18
“ profit added of this year.....	12,568 31
	<u>\$48,023 49</u>

DR.

To paid Henry J. King & Co., London, Deposit and Ac- count Books.....	\$95 60
“ Premium purchase of \$30,252.00, Debentures....	2,173 62
“ 5 per cent. premium on renewal of \$117,461.68 Debentures	5,873 08
“ Close old balances by direction.....	388 18
	<u>\$8,530 48</u>

Balance to credit of Reserve.....	<u>\$39,493 01</u>
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MISCELLANEOUS.

The Assets are as follows :—

Union Bank.....	\$283,149 00	
Cash on hand.....	13,887 71	
		<u>\$297,036 71</u>
Colonial Debentures.....		530,578 08
Water Company Stock.....		101,500 00
General Water Company Advances.....		38,874 00
Fee Simple and Mortgaged Property.....		34,165 81
Discounts and Loans.....		12,046 50
Harbor Grace Water Company Advances.....		5,460 00
Harbor Grace Water Company Debentures.....		3,600 00
		<u>\$1,023,261 10</u>
Contra,—		
The Deposits.....	\$983,768 09	
“ Reserve Account.....	39,493 01	
		<u>\$1,023,261 10</u>

The Statement of the Harbor Grace Branch shews 249 de- positors of.....		\$78,550 12
Of which this sum has been remitted to St. John's.....	\$78,404 49	
On hands of Alexander Clift, Esq., Cashier...	145 63	
		<u>\$78,550 12</u>

Respectfully submitted,

EDWARD MORRIS,

Cashier Newfoundland Savings' Bank.

Certified,—

NICHOLAS STABB, }
F. B. T. CARTER. } Directors.

MISCELLANEOUS.

STATEMENT OF AFFAIRS OF THE NEWFOUNDLAND

CAPITAL.		
All paid up, 1,008 Shares, @ \$50 each.....		\$50,400 00
LIABILITIES.		
Balance due C. F. Bennett & Co.....	\$443 47	
Ditto Captain J. Green..	480 00	
	\$923 47	
Balance in favour of the Newfoundland Steam Screw Tug Company.....		3,207 34
		\$4,130 81

The statement of the Harbor Grace Branch shows a balance of \$4,130 81 in favour of the Newfoundland Steam Screw Tug Company, which sum has been remitted to the Cashier of Alexander Gill, Cashier.

Respectfully submitted,
 J. R. T. Carr, J. Director

*MISCELLANEOUS.***STEAM SCREW TUG COMPANY, DECEMBER 31st, 1875.****ASSETS.**

Cash in Union Bank.....	\$267 68
Amount due, unpaid towages.....	42 68
Cash in Captain Green's hands	70 45
750 tons Coals @ \$5.00.....	3,750 00
<i>Steamers Cabot and Hercules.</i>	

\$4,130 81

WM. PITTS, President.

A. M. MCKAY,
THOS. R. SMITH, } Directors.
L. TESSIER,

JOHN GREEN, Manager.

 MISCELLANEOUS.

NEWFOUNDLAND, }
 St. JOHN'S, }
 To wit. }

JOHN GREEN, of St. John's, aforesaid, Manager and Secretary of the Newfoundland Steam Screw Tug Company, maketh oath and saith, that the foregoing statement is just and true to the best of his knowledge and belief.

JOHN GREEN.

Sworn before me, at St. John's, }
 this 18th day of February, 1876. }

G. R. LILLY,
 Commissioner of Affidavits, Supreme Court.

 MISCELLANEOUS.

 REPORT RELATING TO THE NEWFOUNDLAND BOOT AND
 SHOE MANUFACTURING COMPANY.

AS REQUIRED BY 36 VICTORIA, CHAPTER 8, SECTION 22.

Amount of subscribed Capital.....	\$40,000 00
Amount of Capital paid in.....	40,000 00
Amount of existing Debts.....	420 20
	<hr/> <hr/>

C. R. AYRE,

President.

JAMES BAIRD,
 CHAS. BOWRING,
 JAMES S. PITTS,
 J. MURRAY, } *Directors.*

St. John's, Nfld., 10th February, 1876.

Respectfully submitted on behalf of the Directors

S. R. R. R.

Printed

February 9th, 1876.

MISCELLANEOUS.

NEWFOUNDLAND, }
St. JOHN'S, }
To wit. }

CHARLES R. AYRE, of St. John's, aforesaid, President of the Newfoundland Boot and Shoe Manufacturing Company, maketh oath and saith, that the within statement is just and true to the best of his knowledge and belief.

CHARLES R. AYRE.

Sworn before me, at St. John's, }
this 18th day of February, 1876. }

G. R. LILLY,
Commissioner of Affidavits, Supreme Court.

J. MURPHY,
JAMES S. TIERNEY,
CHAS. HAYWARD,
JAMES HARRIS,

St. John's, 18th February, 1876.

 MISCELLANEOUS.

 REPORT OF THE DIRECTORS OF THE ST. JOHN'S FLOAT-
 ING DRY DOCK COMPANY FOR THE YEAR 1875.

The statement of account now submitted, having been examined by Messrs. Wm. Boyd and J. S. Adams and found correct, does not present a condition of affairs so prosperous or satisfactory as the Directors could wish, and they are only enabled under such circumstances to pay a dividend of 4 per cent.

The dockages for the year amount to.....	£935	2	0
The working expenses and dividend being.....	905	10	7
			<hr/>
Leaves a small balance in hand of.....	29	11	5
			<hr/> <hr/>

The time has come when, in the opinion of the Directors, preparation should be made for building a new section for the dock, and they recommend that no time be lost in ordering the necessary timber and plank for the purpose, and making such arrangements, financial and otherwise, as may be necessary for the completion of the same, so that it may be attached and connected at as early a period as practicable, and that, therefore, the old sections of the dock be disconnected and repaired, one after the other, so as to make the dock substantial and safe for the purpose required.

The estimates for building a new section and fitting the same with an iron well instead of wood together with the estimated cost of repairing each of the existing sections, are now submitted for your consideration.

To meet the necessary outlay, provision will have to be made, either by a call on the general Shareholders, or the issue of preferential Stock.

Respectfully submitted on behalf of the Directors.

S. RENDELL,
President.

St. John's,
 February 9th, 1876.

 MISCELLANEOUS.

DR.

THE ST. JOHN'S DRY DOCK

1875.

Feb. 5th.—To balance of last year's account...	£11	4	9
Paid C. Ellis gratuity voted at last annual meeting.....	20	0	0
Cost of fuel.....	108	8	4
Carpenters' work and labor.....	38	13	2
Incidental expenses.....	11	4	5
Oil, &c.....	24	5	6
Paid Blackler 12 months' rent...	35	0	0
McCoubrey for printing, &c.....	1	8	0
Advertising, <i>Royal Gazette</i>	0	8	0
J. & W. Boyd's account.....	14	17	2
Allan & Goudie's account.....	0	12	0
Victoria Boiler Company's acct.	33	1	3
Shamler's account.....	0	10	0
Richard Goff's account.....	0	2	0
A. Crossman's account.....	8	6	0
Secretary and Stationery.....	27	10	0
Charles Ellis salary and working expenses	350	0	0
Dividend of 4 per cent.....	220	0	0
		905	10
		29	11
Balance in hand.....			5
			£935
			2
			0

MISCELLANEOUS.

COMPANY GENERAL ACCOUNT FOR 1875. CR.

By dockage of 61 Vessels and Steamers.....	£934	7	0	
Do. Boats.....	1	5	0	
				935 2 0

£935 2 0

E. E.

(Signed,) S. RENDELL, *President.*

Examined and found correct.

St. John's Nfld, (Signed,)
2nd, Feb., 1876.

WILLIAM BOYD,
JOHN S. ADAMS.

MISCELLANEOUS.

STATEMENT OF THE GENERAL WATER COMPANY.

GENERAL WATER COMPANY,
St. John's, February, 1876.

SIR,—

I have the honor to transmit to you the statement of the affairs of the General Water Company for the past year.

It is satisfactory to be enabled to state that the supply of water to the town is now abundant for all purposes, contributing to the health and comfort of the community, and enabling the Directors to order the laying down of a considerably increased number of force pipes.

It is, however, necessary that some stringent regulations should be adopted to check the enormous waste of water now going on.

The Directors some time ago furnished to the Executive a draft of Bye-laws for the government of the Company, which, if approved of, will, they are of opinion, in a great measure remedy this evil.

The Directors would again respectfully bring under the notice of the Government the heavy charge upon the funds of the Company for the maintenance of the "Fire Brigades," amounting for the past year to the sum of £554 2s. 7d. currency, which expenditure the Directors respectfully submit should be provided for from other sources.

I have the honor to be,

Sir,

Your obedient servant,

ROBERT THORBURN,
President General Water Company.

The Hon. E. D. SHEA,
Colonial Secretary.

 MISCELLANEOUS.

 Dr. STATEMENT OF THE GENERAL WATER COMPANY,

To paid yearly grant to Cathedral Fire Com- pany	£150	0	0	
“ yearly grant to Phoenix Fire Com- pany	150	0	0	
“ Henry J. Stabb's amount of his ac- count for hose for Cathedral Fire Company.....	121	10	7	
“ Melvin (fireman) compensation for injuries sustained at Merchant's fire	6	12	0	
“ Daley (fireman) compensation for in- juries sustained at Merchant's fire	21	0	0	
“ J. J. Dearin, account for Neatsfoot oil for Phoenix Fire Company.....	12	10	0	
“ Thomas Ryal, purchase of his unex- pired interest in Phoenix Fire Com- pany's building.....	92	10	0	
				£554 2 7
“ This amount as wages for watering vessels and cartage of hose, includ- ing all labor for the year				644 2 4
“ Salaries, including that of Engineer, and all other officers for the year...				905 0 0
“ Contingent expenses, including lum- ber, printing blank forms, smith- work, bricks, lead, stationery, law charges, office rent, coals, and sundry small accounts				275 18 8
“ Newfoundland Savings' Bank, interest on new works' loan, £9,300, at 4½ per cent				418 10 0
“ Mr. John Hartin, Engineer of Water Works, bonus	200	0	0	
“ Moses Crossman, Inspector of Water Works, &c., bonus.....	15	0	0	
				215 0 0
Forwarded.....				£3,012 13 7

MISCELLANEOUS.

STATEMENT FOR 1875.

CR.

By amount due by Coml. Bank as per Statement, 1874.....	£55	17	3
“ amount received for hose hire, watering vessels second time this sum.....	100	2	8
“ amount received from Receiver General for duty on Coals and Water Rates on shipping during the year...	3680	7	2
“ amount of Water Rates and Assessments collected for the year.....	4806	2	7
“ Legislative grant, saving of Insurance on Public Buildings.....	41	16	0
“ amount received for horse, cart, carriage, &c., &c., sold auction, and work done.....	61	4	1

Carried forward..... £8745 9 9

 MISCELLANEOUS.

DR.

GENERAL WATER COMPANY,

To amount brought forward.....		£3,012	13	7
To paid Messrs. Walter Grieve Son & Co., Greenock, amount of their invoices of iron pipes, per <i>Leander, Racer,</i> <i>Carpasian,</i> and <i>Pride of the West,</i> this sum.....			804	18 2
“ Commercial Bank balance of interest on current accounts.....			7	16 10
“ Interest on Capital Stock £91,500 currency, @ 5 per cent	4,575	0	0	
“ Interest on new Loan	212	17	6	
“ Interest, outstanding from 1874.....	167	2	9	
	4955	0	3	
“ Less unclaimed interest for this year	139	12	9	
		4,815	7	6
“ Balance due by Commercial Bank ...		104	13	8
		£8,745	9	9

MEMO.—Water Company Stock on hand amounting to
about £2,000 0 0

Consisting of Water Pipes, Lead, Stop Cocks, &c., &c.

MISCELLANEOUS.

STATEMENT FOR 1875.

CR.

Brought forward..... £8,745 9 9

£8,745 9 9

E. & O. E.

St. John's, Newfoundland,
December 31st. 1875.

J. SHANNON CLIFT,
Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

MISCELLANEOUS.

ANNUAL REPORT OF THE HARBOR GRACE WATER COMPANY.

To the Hon. E. D. SHEA, Colonial Secretary.

SIR,—

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 financial year, which shews a balance in the hands of the Treasurer of £189 6s. 3d., after the payment of interest to the last of June.

The embankment at the lake requires renovating and raising; there is a good deal of traffic over it, which wears it down. The outlet of the lake, at the west end of the embankment, is also in need of repairs.

The Volunteer Fire Company are expecting new uniforms.

They have much pleasure in stating that the works of the Company continue in full and satisfactory operation.

I have the honor to be,

Sir,

Your most obedient servant,

ROBERT S. MUNN,

Acting President.

Harbor Grace,
20th July, 1875.

 MISCELLANEOUS.

 DR. *John Paterson, Esq., Treasurer, in account*

1874.

July 18.—To W. J. S. Donnelly for balance of last account.....			£175	2	2
Dec. 31.—“ Cash for Assessments.....	£422	16	1		
“ “ for fittings, &c.....	27	7	4		
“ “ for rate on vessels.....	24	2	5		
			<u>474</u>	5	10

1875.

June 30.—“ Cash for Assessments.....	426	12	0		
“ “ for fittings, &c.....	63	19	3		
			<u>490</u>	11	3
			<u>£1,139</u>	19	3

RECAPITULATION.

Assessments.....	849	8	1		
Rate on vessels.....	24	2	5		
Fittings, labor, &c.....	91	6	7		
			<u>964</u>	17	1
Total income for the year.....			<u>£1,139</u>	19	3
			<u>£189</u>	6	3

1875.

July 5.—To balance due.....

Carried forward..... £1139 19 3

*MISCELLANEOUS.**with the Harbor Grace Water Company.*

CR.

1874.			
July 9.—	By paid Appraisers.....	£37 10 0	
11.—	“ Carriage hire to the lake....	0 10 0	
23.—	“ Volunteer Fire Company.....	12 10 0	
Sept. 1.—	“ A. Munn for advertising.....	0 9 8	
26.—	“ Repairing Ladder.....	0 2 6	
Oct. 7.—	“ Wm. Warren, junr, box to fountain.....	0 9 0	
	“ Labor and horse hire, work at the lake.....	17 8 3	
Nov. 17.—	“ For sundry materials.....	3 19 2	
Dec. 31.—	“ Labor for 6 months.....	20 14 4	
	“ C. Watts for 6 months salary	50 0 0	
	“ John Lynch do.	50 0 0	
	“ Do. on acct. of rent	3 0 0	
			196 12 11
	“ Sundries for 6 months' interest		227 10 0
	“ Newfoundland Savings' Bank for interest on sewerage money.....		65 0 0
	“ Rachel Green for balance of interest.....		2 3 9
			<u>491 6 8</u>
1875.			
Jan. 23.—	“ Volunteer Fire Company....	12 10 0	
May 1.—	“ Geo. Barnes for 12 months' superintending apparatus Volunteer Fire Company	13 0 0	
	John Lynch account of rent	3 0 0	
June 30.—	“ C. Watts for 6 months' salary	50 0 0	
	“ John Lynch do.	50 0 0	
	“ Amount paid labor for 6 months.....	27 4 6	
	“ John Munn & Co., for sun- dries imported.....	63 11 10	
	“ Paid Volunteer Fire Compy.	12 10 0	
			<u>231 16 4</u>
	Carried forward.....		<u>£723 3 0</u>

MISCELLANEOUS.

Dr.

John Paterson, Esq., Treasurer, in account

	Brought forward.....	£1,139 19 3
July 8	By balance forward	10 0 0
July 10	By balance forward	10 0 0
July 12	By balance forward	10 0 0
July 14	By balance forward	10 0 0
July 16	By balance forward	10 0 0
July 18	By balance forward	10 0 0
July 20	By balance forward	10 0 0
July 22	By balance forward	10 0 0
July 24	By balance forward	10 0 0
July 26	By balance forward	10 0 0
July 28	By balance forward	10 0 0
July 30	By balance forward	10 0 0
	Balance forward	£1,139 19 3
	Examined and found correct.	
	GEO. BROWN,	} Auditors.
	THOMAS STRAPP,	
1871	Balance forward	10 0 0
1872	Balance forward	10 0 0
1873	Balance forward	10 0 0
1874	Balance forward	10 0 0
1875	Balance forward	10 0 0
1876	Balance forward	10 0 0
1877	Balance forward	10 0 0
1878	Balance forward	10 0 0
1879	Balance forward	10 0 0
1880	Balance forward	10 0 0
1881	Balance forward	10 0 0
1882	Balance forward	10 0 0
1883	Balance forward	10 0 0
1884	Balance forward	10 0 0
1885	Balance forward	10 0 0
1886	Balance forward	10 0 0
1887	Balance forward	10 0 0
1888	Balance forward	10 0 0
1889	Balance forward	10 0 0
1890	Balance forward	10 0 0
1891	Balance forward	10 0 0
1892	Balance forward	10 0 0
1893	Balance forward	10 0 0
1894	Balance forward	10 0 0
1895	Balance forward	10 0 0
1896	Balance forward	10 0 0
1897	Balance forward	10 0 0
1898	Balance forward	10 0 0
1899	Balance forward	10 0 0
1900	Balance forward	10 0 0

MISCELLANEOUS.

with the Harbor Grace Water Company. CR.

	<u>£</u>	<u>723</u>	<u>3</u>	<u>0</u>
Brought forward.....		723	3	0
June 30.—By paid Sundries for 6 months' interest		227	10	0
		950	13	0
“ Balance to next account.....		189	6	3
		£1,139	19	3

E. & O. F.

For the Harbor Grace Water Company,

C. WATTS,
Secretary.

Harbor Grace, 5th July, 1875.

MISCELLANEOUS.

**REPORT OF THE DIRECTORS OF THE HARBOR GRACE
GRAMMAR SCHOOL, 1875.**

Owing to the retirement of Principal Roddick from ill health early in July last the school continued vacant until towards the end of August, when the Directors found that Mr. Roddick would be unfit to resume his duties, they engaged Mr. James Munn of the Truro Training Institution to conduct the school temporarily; and finding at the close of the year that he conducted it in a satisfactory manner, they requested him to continue in charge for the ensuing year at a greatly reduced stipend on account of the liberal retiring allowance made to the late Principal, Mr. Roddick, from the general funds.

The Class Books during the last quarter show an attendance of forty-two pupils, which number is likely to increase. Of these, three study Latin; twenty, Spanish; seven, mensuration; ten, book-keeping; whilst all are instructed in arithmetic, English grammar (including analysis), geography, writing, reading, with spelling and derivation, in which branches marked improvement was shown at the annual examination.

The school premises and the internal arrangements of the class room require considerable outlay to keep up the efficiency of the institution; and with this object the Directors purpose laying out seventy pounds during the summer vacation, in putting down a new floor and in replacing the old writing desks and forms with new ones on an improved arrangement.

The Directors feel pleasure in submitting the General Account of Receipts and Expenditure for the past year, showing a balance in favor of the institution of forty-two pounds, three shillings and one penny, which will go to assist in the contemplated repairs.

The greatly reduced salary of the Teacher, the diminution of numbers in attendance from the more active competition of the denominational schools—all tend to weaken the position of the Grammar School in the

 MISCELLANEOUS.

 DR. HARBOR GRACE GRAMMAR SCHOOL IN

1875.		
Mar. 24.—To	Premium of Insurance on Premises.....	£4 10 0
May 1.—“	Repairing stone wall.....	0 13 6
7.—“	Stationery for use of School.....	1 0 4
June 18.—“	Repairs of Premises.....	2 0 10
30.—“	Lighting fires, &c.....	2 0 0
—“	Secretary's half-year's salary.....	5 0 0
—“	Principal Roddick's allowance from School fees, past half-year.....	50 0 0
—“	Principal Roddick's proportion of Government grant for past half-year.....	115 10 0
Sept. 15.—“	Stationery for School use.....	0 15 5
Oct. 1.—“	Coal, wood, &c.....	9 13 3
Dec. 31.—“	Lighting fires and cleaning outhouses.....	2 2 6
—“	Advertising, &c., &c.....	0 13 6
—“	Repairing stoves, &c., &c.....	1 0 0
—“	Principal Munn's salary from August to date	45 0 0
—“	Principal Roddick's half-year's retiring allowance	62 10 0
—“	Annual prize Books at examination.....	4 16 0
—“	Stationery for School use.....	2 16 6
—“	Balance in favor of Institution.....	42 3 1
		<hr/>
		£352 4 11
		<hr/>

MISCELLANEOUS.

ACCOUNT WITH COMMISSIONERS. CR.

1875.			
Jany. 1.—	By balance from last year.....	£15	1 4
— “	Quarterly School fees.....	34	2 6
April 1.—	“ Ditto ditto	36	0 0
Sept. 1.—	“ Ditto ditto (School vacant two months).....	8	8 4
Oct. 1.—	“ Ditto ditto to this date.....	27	12 9
Dec. 31.—	“ Annual grant from Government, \$924.....	231	0 0

£352 4 11

E. E.

JOHN MUNN,
Chairman.

Harbor Grace,
31st Dec., 1875.

MISCELLANEOUS.

**REPORT OF THE PHYSICIANS OF ST. JOHN'S HOSPITAL,
FOR THE YEAR 1876.**

ST. JOHN'S, NEWFOUNDLAND,
January, 1876.

SIR,—

We are glad to be able to report some progress in the provision of increased Hospital accommodation since last year, the new wing having been opened during the past month for the reception of male patients, the old wing being now devoted to female patients and the administration of the Institution.

The new wing is exceedingly comfortable and well suited for the purposes to which it is devoted, and with the exception of painting the walls inside and out, will require but little to be done to it for years to come.

The old wing is still in a very unfinished state, the walls both of the wards and servants' rooms requiring to be plastered or cemented, not so much for the sake of appearance as for the sake of cleanliness and health, as the present rough brick walls serve for the lodgment of dust, which cannot be removed without bringing down showers of whitewash to the detriment of cleanliness, and to the injury of the eyes and lungs of the inmates. The rough beams in the wards require also to be cased, and the painting of windows, &c., in this part of the building has never got beyond priming and in many cases has not reached that point.

In addition to the above, the chief wants of the institution are:—

1. The erection of a fence round the premises, for which the material is now on the ground, and the construction of a short piece of new road, which has been examined and approved of by the Board of Works for the purpose of affording a better access in winter, the portion of road sought to be avoided (from the Penitentiary to the present Hospital gate) being for a good part of winter and late into the spring perfectly impassable.

MISCELLANEOUS.

2. Additional laundry accommodation, which is urgently needed, and which would be best afforded by adding the present dead-house to the laundry, and moving the former elsewhere.

3. An ice-house, of which the want has been urged for years, both for the purpose of affording ice for medical purposes, and for the preservation of meat and milk in summer. This might be provided at very little cost by the conversion of a place formerly used as a cellar.

4. A place for the hanging of meat and the reception of such things as barrels of pork, &c., external to the building, which might also be provided at small costs by the conversion of a former pump-house.

5. A permanent porch at the Southern entrance to the old wing, which is very much exposed to storms of rain in summer and snow in winter.

6. Repairing and painting of the out-buildings, which are a good deal dilapidated.

The present Hospital provides between fifty and sixty beds for general patients, excluding fever and other contagious diseases. This number will probably meet the requirements for some time to come, if proper discrimination is exercised as to the cases sent into the institution, but if it is to be made a receptacle for every loafer who needs a home, and who can produce some chronic incurable ailment, such as an old standing sore leg or something of the kind, sufficient in his own eyes to justify him in asking for admission, but which would not be looked at for a moment elsewhere as a reason for his reception into a public Hospital, it will be a very short time before an outcry for increased accommodation will be heard.

No doubt in the absence of a workhouse infirmary, it is necessary to receive some cases that would be refused admission to the Hospitals, but we think that many of the cases sent in at present might be provided for in other ways quite as economically, and with great relief to our wards.

The idea is generally entertained that when a building containing a certain number of beds has been erected, all has been done that is necessary to constitute an Hospital, but if such a place is to serve for the curing

MISCELLANEOUS.

of disease and not to be a focus for concentrating and spreading it, much more than this is necessary.

One of the most essential requisites in connection with our present building, is a detached ward for the reception of such cases as erysipelas, pyæmia, &c., which cannot be admitted into a general Surgical Hospital without great risk to the other patients. Such a ward might be combined with a fever wing, the erection of which will, sooner or later, be a work of necessity. The extra expenses incurred at present in providing for such cases elsewhere, would alone afford a sufficient reason for and go towards paying the cost of its erection.

The number of patients in the Hospital at the commencement of the past year was twenty-four. The number admitted during the year was one hundred and eighty, the number remaining in the Hospital on December 31st last was thirty. The deaths during the year amounted to twenty.

In reference to the number of patients, it must be remembered that for some time past it has been kept down by the amount of space at our disposal. Already, since the opening of the new wing, the number was nearly double the average of the past year, and as this is likely to go on increasing rather than to decrease, it is evident that the expenses of the Hospital would be greater than they have been recently, involving, as they will do, an increase in the number of our staff and other expenses.

In addition to the above, twenty-two cases of fever have been admitted into the old Hospital at Riverhead during the past year, and numerous cases have been attended in the Poor House.

We remain, Sir,

Your obedient servants,

CHAS. CROWDY,
C. H. RENOUF,

Surgeons to St. John's Hospital.

The Chairman of Board Works.

MISCELLANEOUS.

REPORT OF DR. STABB, PHYSICIAN AND SUPERINTENDENT LUNATIC ASYLUM, 1875.

LUNATIC ASYLUM,
31st Dec., 1875.

During the past year one hundred and sixty-six cases of insanity have been under treatment, and at times the pressure upon the resources of the Institution, to receive and accommodate patients, has been very great, especially in the male department, the occupation of the wing for females having relieved that department considerably from their crowded condition, and afford means also for the final removal of insane females from the Poor House. The consequent increase of resident females, however, is from fifty-two, as in the previous year, to sixty-five in 1875. The number of both sexes under treatment has increased considerably, being that of one hundred and sixty-six to one hundred and forty-six in 1874. So also the number of patients remaining on the 31st December is one hundred and twenty-three, and the average number resident throughout the year, one hundred and twenty and three-fourths, the highest figures yet reached. The discharge of patients under treatment have been numerous; for if the eight chronic cases admitted from the Poor House and two similar ones re-admitted from St. John's, be excepted, the number of curable cases received was forty-seven, of which thirty-two were dismissed, for the most part quite cured from this distressing malady, and some of these were most severe and unpromising cases of disease.

I fairly anticipated that the large wing in the course of construction for male patients would have been ready for occupation before the close of the year, and thus have relieved our male wards from their overcrowded state, and provided accommodation also for the male patients still in the Poor House. In this hope, however, I have been doomed to disappointment; the works of this new building having been brought to a close from the excess of the expenditure over the estimates and Legislative grant. For a considerable sum will be evidently still required to complete this building, with its necessary compliment of steam and water services, in conjunction with which, additions to the present steam boiler house, wash house and laundry are necessary.

With reference to the new male wing, it is apparent to me th

MISCELLANEOUS.

staircases are insufficient in number and size, in the event of an outbreak of fire; and the serious calamities which have occurred at Quebec and other localities to Lunatic Asylums within the last three years, should surely caution us to provide ample means of exit at both ends of the several wards. This remark applies equally to the recently built female wing, and I would respectfully press upon the authorities the necessity of *additional staircases* being provided in both buildings. The new female wing also would be essentially improved by having an eastern addition of about twenty feet, which might be a light inexpensive structure, reaching only to one story in height, so as to provide a sitting room facing the south of cheerful aspect—the existing wards, being very gloomy, and in so much injurious to insane minds—with this, might be contributed a stairway to the ward above, and a ready exit to the airing grounds below.

The absence of steam-heating and ventilation, for which all the apparatus is in place—excepting the new steam boiler, which as yet has received no position within the building—is much felt in this wing, is opposed to good sanitary conditions; and ought, in my opinion, to be remedied even before the completion of the new male wing, or any other work whatsoever. At the same time it would be understood that the new male wing is urgently required also, for in one ward, there are crowded forty-two men, intended for, at most, half that number; and also for another stringent reason, namely, that insane men cannot always be admitted on application, in default of room.

During the past year the northern boundary fence has been finished, and would be advisable to continue such a fence of wood on the western boundary line, and on the remaining portion of the eastern boundary now enclosed by pickets. Some minor repairs were effected on the central buildings but not completed, and the north-east corner of the gable of the original female wing requires much repair, and air shoots are necessary around all the old roofs, and some of these latter require repair.

With the completion of the wing now in process of construction—the general steam and water services being made efficient including ventilation—and with the extension of airing grounds, and the better laying out of these latter, the Asylum will present a finished appearance; and become adapted, it may be fairly presumed, to the wants of Newfoundland for many years to come. But, until the above conditions are fulfilled, there are and must be great deficiencies; yet, how much has not been done for the insane, in a comparatively poor colony since the year 1847—when

MISCELLANEOUS.

the Government of that day first provided for them a temporary Asylum, in a wooden cottage ?

In conclusion, I have to acknowledge, on behalf of the institution, the continued religious services afforded to the patients by clergymen of all denominations, and to offer respectful thanks for contributions in the shape of illustrated and other newspapers.

The Board of Works has paid many visits during the year to the Asylum, and as far as I am aware, has been always satisfied with its inspection. My requisitions for the institution have always been promptly complied with by the Board, and I have been encouraged and supported in the exercise of my onerous and responsible duties.

Respectfully submitted by

(Signed,)

HENRY H. STABB, M. D.
Physician Superintendent.

MISCELLANEOUS.

NUMBER OF PATIENTS FOR 1875.

	Males.	Female.	Totals.
Remaining, January 1st	57	52	109
Admitted during the year.....	25	32	57
Dismissed do. do.	16	16	32
Died do. do.	8	3	11
Remaining, December 31st.....	58	65	123
Under treatment in 1875	84	84	166
Average resident in 1875			120 $\frac{3}{4}$

MISCELLANEOUS.

DISEASES OF 57 PATIENTS ADMITTED IN 1875.

	Male.	Female.	Totals.
Mania.....	11	9	20
Acute Mania.....	5	6	11
Epileptic Mania.....	1	.....	1
Hysterical Mania.....	.....	3	3
Pauperal Mania.....	.....	2	2
Servile Mania .....	.....	1	1
Chronic Mania.....	.....	10	10
Melancholia.....	5	1	6
Amentia.....	1	.....	1
Dementia	1	.....	1
Under observation.....	1	.....	1
	25	32	57

MISCELLANEOUS.

CAUSES OF DEATH IN 11 CASES.

	Male.	Female.	Totals.
Old age and Chronic Mania	3	.....	3
Epileptic Mania	1	.....	1
Phthisis and Chronic Mania	2	1	3
*Acute Mania and Starvation	1	.....	1
Marasmus and Mania	1	.....	1
Acute Mania and Dysentery .....	.....	1	1
Marasmus and Dementia .....	.....	1	1
	8	3	11

* Admitted in a dying state.

 MISCELLANEOUS.

 CLOTHING MADE THE YEAR 1875.

Male.		Male.	
Drawers.....	105	Sheets	39
Cotton Shirts.....	136	Calico Slips.....	17
Flannel do.....	24	Sheeting do.....	6
Canvas Trowsers.....	27	Wrapping Sacks.....	16
Do. Jackets.....	12	Do. Sheets.....	5
Tweed Caps.....	12	Mattress Covers.....	8
Stockings Vamped.....	18 prs.	Table Cloths.....	4
Blanketing Cuffs.....	9	Towels	16
Buskins.....	6	Rollers	6
Cuffs knitted.....	7 prs.	Clothes Bags.....	3
Handkerchiefs	18	Pillow Cases.....	6
Canvas Shirts.....	7		

MISCELLANEOUS.

CLOTHING MADE THE YEAR 1875.

Female.		Female.	
Wincey Dresses.....	39	Flannel Drawers.....	2
Do. Petticoats.....	9	Blanketing Petticoats.....	1
White Serge Petticoats.....	28	Blue Serge Drawers.....	2
Blue Serge do.	22	Sheets.....	30
Flannel do.	5	Calico Slips.....	17
Flannel Chemises.....	9	Sheeting Slips.....	4
Calico do.	98	Wrapping Sacks.....	5
White Gowns.....	40	Do. Sheets.....	4
Muslin do.	29	Matrass Covers.....	7
Bonnets.....	30	Table Cloths.....	3
Wincey Dresses.....	17	Towels.....	17
Do. Aprons.....	38	Rollers.....	4
Cotton Dresses.....	36	Cloth Bags.....	2
Canvas Chemises.....	20	Pillow Cases.....	4
Brin Aprons.....	2		

MISCELLANEOUS.

CLOTHING REPAIRED THE YEAR 1875.

Male.		Female.	
Drawers.....	1820	Dresses.....	520
Cotton Shirts.....	1560	Petticoats.....	416
Flannel do.....	520	Chemises.....	280
Canvas Trowsers.....	780	White Gowns.....	644
Do. Jackets.....	520	Stockings.....	1040
Tweed Trowsers.....	316	Pillow Slips.....	208
Do. Jackets.....	260	Sheets.....	156
Do. Vests.....	104	Wrapping Sheets.....	10
Stockings.....	1810ps.	Blankets.....	10
Pillow Slips.....	260	Green Rugs.....	9
Sheets.....	362		
Blankets.....	30		
Green Rugs.....	20		
Handkerchiefs.....	50		

HENRY H. STABB.

MISCELLANEOUS.

**RETURN SHOWING THE NUMBER OF PAUPER INMATES
IN St. JOHN'S POOR ASYLUM FOR THE YEAR ENDED
31st DECEMBER, 1875.**

	Males per year.
Total number of Paupers.....	119
Number admitted.....	44
Number discharged.....	28
Number deceased.....	<u>19</u>
	Females per year.
Total number of Paupers.....	60
Number admitted.....	24
Number discharged.....	19
Number deceased.....	<u>5</u>

J. F. DOWNEY.

Poor Asylum,
31st December, 1875.

MISCELLANEOUS.

RETURN SHOWING THE DISCHARGES AND DEATHS OF
INSANE INMATES, WITH TOTAL NUMBER PER YEAR
AND NUMBER IN LUNATIC DEPARTMENT, POOR ASYLUM,
REMAINING ON THE 31ST DECEMBER, 1875.

	Per year.
Total number.....	33
Number discharged to Lunatic Asylum.....	8
Number discharged upon trial.....	2
Number discharged cured.....	2
Number discharged to Hospital.....	1
Number deceased.....	1
	14
Number remaining 31st December, 1875.....	19

J. F. DOWNEY.

Poor Asylum,
31st December, 1875.

MISCELLANEOUS

RETURN SHOWING THE DISCHARGES AND DEATHS OF
INSANE INMATES WITH TOTAL NUMBER FOR YEAR
AND NUMBER IN LUNATIC DEPARTMENT FOR EACH
CLASS REMAINING ON THE 31st DECEMBER 1875

Per cent	Total number	Number discharged to Lunatic Asylum	Number discharged from the Asylum	Number discharged to Hospital	Number deceased
100	100	100	0	0	0
90	90	90	0	0	0
80	80	80	0	0	0
70	70	70	0	0	0
60	60	60	0	0	0
50	50	50	0	0	0
40	40	40	0	0	0
30	30	30	0	0	0
20	20	20	0	0	0
10	10	10	0	0	0
0	0	0	0	0	0

Per cent
1875

DESPATCHES.

DESPATCHES AND DOCUMENTS IN RELATION TO THE
FRENCH SHORE.

Vice-Admiral Fanshawe to the Secretary to the Admiralty.

[COPY.]

NEWFOUNDLAND RIGHTS OF FISHING ON FRENCH
SHORE.

No 206.

Royal Alfred, Halifax,
16th June, 1873.

SIR,—

I have the honor to enclose an extract from a letter of proceedings from Captain Miller, of the *Sirius*, dated 11th June, 1873, No. 19.

2.—I request the attention of the Lords Commissioners of the Admiralty to this extract, in which Captain Miller reports that De St. André, the Commodore and Senior Officer of the French Squadron at the Newfoundland Fisheries, “speaks of the French right of fishing as *exclusive* on the French Shore.

3.—The interpretation of the Treaties, by which Captain Miller has to regulate his proceedings, is that authoritatively given by the Secretary of State for the Colonies and forwarded in your letter of the 24th February, 1872, M. No. 50, which contains the answers to seven questions referred by Captain Brown, of the *Danaë*, to the Governor of Newfoundland. The first question is this—“Have the French the exclusive right of fishing on the French Shore?” And the answer sanctioned by the Secretary of State is,—“The French have not the exclusive right to the fishery on the French Shore.” This point is, however, still in dispute.

DESPATCHES.

4.—Taking this assertion of the French Commodore of exclusive right of fishing in connexion with the occurrences of last year, as reported in my letter of 19th October, No. 336, when a French Naval Officer acted contrary to the interpretation of the Secretary of State above referred to, and contrary to the practice hitherto adopted by declining a joint action with the English Senior Naval Officer and by seizing the nets of an English fisherman, it is clear that this question is no longer looked upon as open by the French Naval Officers; and as it is the duty of the English Naval Officers to protect British fishermen in the exercise of their rights, as maintained by the British Government under existing Treaties, the alteration in the course adopted by the French Naval Officers has placed the English and French Naval Officers in a relative position which appears to me to call for their Lordships' immediate attention and instructions.

5.—I also enclose a copy of a letter I have addressed to Captain Miller on this subject pending any further orders their Lordships may think necessary.

I have, &c.,

(Signed,)

E. G. FANSHAWE,
Vice-Admiral.

The Secretary
of the Admiralty.

DESPATCHES.

Extract from a Letter from Captain D. Miller, H. M. S. "Sirius," dated at Sydney, C. B., 11th June, 1873, addressed to Vice-Admiral Fanshawe, Commander-in-Chief.

The *Minerve*, French frigate, Captain Dupin de St. André, commanding the French ships on the North American and West Indian station, was here, together with a French store ship. They had been here about a fortnight, and intend remaining another fortnight, and then returning to France; Contré Admiral Thomasset is coming out as Commander-in-Chief.

I communicated with Captain de St. André, according to your orders, suggesting the advisability of a French ship accompanying me in my visit to the French Shore, &c.

He replied that the *Kersaint* was charged with the duty of visiting the fishing grounds, had already started, and was to be at St. John's 10th August, going round from Cape Ray northward. It appears to me that by the time I have visited St. John's it will be too late to go round after him, and he no doubt would object to go back over his old ground with me, and that my best way is to meet him by beginning at the north-east extreme of the French Shore. Captain de St André says that he will send him orders by a vessel which starts at the end of this week, (but which may not catch him,) and he has given me a duplicate of his orders in case we meet him, directing him to co-operate with me as far as possible.

Captain de St. André, however, speaks of the French right of fishing as exclusive on the French Shore, which is quite opposed to the interpretation which we put on the Treaties.

 DESPATCHES.

Mr. Hall to the Under Secretary of State for the Colonies.

(COPY.)

IMMEDIATE.

ADMIRALTY,
27th June, 1873.

SIR,—

I am commanded by my Lords Commissioners of the Admiralty to request you will lay before the Secretary of State for the Colonies the enclosed copies of a Despatch, No. 206, of the 16th instant, and its enclosures, from Vice-Admiral Fanshawe, relative to the claim made by the French authorities at Newfoundland to the exclusive right of fishing on the French shores of that Island, and the orders given by him to the Captain of H.M.S. *Sirius*, in case of any dispute arising, to urge upon the French Senior Naval Officer the propriety of not altering the course pursued until last year, pending a reference to their respective Governments.

2.—A similar communication has been made to the Foreign Office, and I am to add that their Lordships are desirous that the Earl of Kimberley should give this matter his early attention, in order that instructions may be sent to Vice-Admiral Fanshawe, observing that Despatches will be forwarded to him by the mail of Tuesday next, the 1st proximo.

I am, &c.,

(Signed,) ROBERT HALL.

The Under Secretary of State
for the Colonies.

DESPATCHES.

Vice-Admiral Fanshawe to Captain Miller.

(COPY.)

Royal Alfred, Halifax,
16th June, 1873.

SIR,—

With reference to the last paragraph but one of your letter of 11th August, No. 19, in which you report that Captain de St. André "however speaks of the French right of fishing as exclusive on the French Shore," and point out "that this is quite opposed to the interpretation which we put on the Treaties," I have to desire that in framing your proceedings in accordance with the answer given under sanction of Her Majesty's Government to the first question in the letter of Captain Brown of the *Danaë*, of 4th October, 1871, in appendix No. 7, attached to your instructions, you will report to me by the earliest opportunity any difference of opinion that may arise between you and the Senior (or other) French Naval Officer respecting any case falling under that decision.

2.—As the subject of *exclusive* right of fishing by the French on the so-called French Shore "is still in dispute," you will urge upon the French Officer, should such a case arise, the propriety of not altering the course pursued until last year, pending a reference by him and yourself to your respective Governments.

I have, &c.,

(Signed,)

E. G. FANSHAWE,
Vice-Admiral.

Captain MILLER,
H.M.S. *Sirius*,
Senior Officer,
Newfoundland.

 DESPATCHES.

Governor Hill to Lord Kimberley.

No. 79.

GOVERNMENT HOUSE,
Newfoundland,
4th September, 1873.

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 42, of the 6th August, enclosing correspondence expressing the readiness of the French Government to resume negotiations respecting the Newfoundland fisheries, and proposing that the two Governments should be represented by a special Commission.

2.—I have laid before my advisers the before-named Despatch and its enclosure, and urge upon them the expediency, as suggested by your Lordship, of adopting as a reasonable basis for the proposed negotiations the suggestions contained in the report of the Joint Committee of both Houses, which was transmitted in Governor Musgrave's Despatch of 29th April, 1867. But my ministers, after mature and careful consideration, appear to think that the views contained in the enclosed Minute of Council are more in accordance with the wishes of the people, and more likely, if adopted, to give satisfaction throughout the Colony, than those forwarded to Downing Street by Governor Musgrave.

I have, &c.,

(Signed,)

STEPHEN J. HILL.

The Right Honorable
the Earl of Kimberley.
&c., &c., &c.

DESPATCHES.

Lord Kimberley to Governor Hill.

(COPY.)

NEWFOUNDLAND.

No. 57.

DOWNING STREET,
6th October, 1873.

SIR,—

I have the honor to acknowledge your Despatch, No. 79, of the 4th ultimo, transmitting certain Resolutions adopted at a meeting of your Executive Council upon the subject of the rights of fishery claimed by the French Government, under Treaty, on that part of the coast of Newfoundland commonly called the French Shore.

Her Majesty's Government regret to find that your Ministers are not prepared to adopt as a reasonable basis for negotiations with the French Government the suggestions contained in the Report of the Joint Committee of both Houses, but they regret still more the tone and language of these Resolutions.

Her Majesty's Government are prepared to uphold the legitimate rights of British subjects under the Treaty, but your Ministers must be aware that the exact limits of those rights have been in dispute for many years, and that a settlement of grave questions of this kind, which is so much to be desired, in the interest of all parties, can only be obtained by mutual forbearance and concession, and not by characterising the claims of the French Government as preposterous and untenable. Nor by assuming that the construction of the Treaty adopted by the Colonial Government is not open to difference of opinion.

I have, &c., &c., &c.,

(Signed,) KIMBERLEY.

Governor HILL, C. B.,
&c., &c., &c.

 DESPATCHES.

Resolutions adopted at a meeting of the Executive Council of this Colony for transmission to Her Majesty's Government upon the subject of French aggressions and British rights on that part of the coast commonly termed the French Shore.

Resolved,—That by the Treaty of Utrecht the exclusive sovereignty of the whole territory of Newfoundland and the Islands adjacent thereto were conveyed by His Majesty the King of France to His Majesty the King of Great Britain and his heirs for ever in full right. But His Majesty the King of Great Britain, by the same Treaty, conceded to the subjects of His Most Christian Majesty the privilege of a concurrent right of fishing on that part of the coast of Newfoundland extending from Cape Bonavista to Point Rich, together with the liberty to land their fish and dry them. The following is the language used in the Treaty. "The Island called Newfoundland with the adjacent islands shall from this time forward belong of right *wholly* to Great Britain."

"Nor shall the Most Christian King, his heirs and successors, or any of their subjects, at any time hereafter lay claim to the said Island and Islands, or any part of it or them."

That by the subsequent Treaties of Paris and Versailles and by every succeeding Treaty, these rights were affirmed to His Majesty the King of Great Britain and his heirs, with the following exceptions: That by the Treaties of Paris and Versailles His Majesty the King of Great Britain ceded in full sovereignty to His Majesty the King of France the Islands of St. Pierre and Miquelon, subject to given conditions, together with the privilege to his subjects of fishing concurrently with those of His Britannic Majesty "on that part of the coast of Newfoundland extending from Cape John passing to the north and descending by the western coast of Newfoundland to the place called Cape Ray, situate in forty-seven degrees fifty minutes north latitude," in exchange for that portion of the coast extending from Cape Bonavista to Cape John, which His Most Christian Majesty assented to abandon.

That on the introduction into this Colony of self-government by virtue of its great charter granted by His late Majesty King William, and affirmed by subsequent acts of the Imperial Government and of the Legislature of this Colony, all the rights which Great Britain possessed in Newfoundland became under stipulated conditions the property

DESPATCHES.

of this Colony, and is now held in trust by its Government for the benefit of the people. That such is the high appreciation in which these Treaty rights are, and ever have been held by the inhabitants of this Colony, that no minister in this country would dare to compromise them in any manner. Not an inch of their soil, not an atom of their concurrent rights in the fisheries, on the so-called French Shore, would any permanent resident of sound mind in the Colony consent to part with.

That out of deference to the perplexities which circumstances have imposed on the Imperial Government in their negotiations for many years past in regard to this subject, the aggrieved parties resident on the so-called French Shore have borne with great forbearance the studied audacious periodical robberies, and other grievances perpetrated on them by the French when peaceably engaged in their fishing operations. But should such conduct be repeated, the Government greatly fear that when the hope of legal redress ceases to exercise its influence on them, our people may be induced to make reprisals for the wrong done them.

That with the view to establish a preposterous and untenable claim to an exclusive right in the place of a concurrent right of fishing on the most valuable part of our fishing grounds, the French have, and more particularly of late years, by force attempted to assert that right.

That the inhabitants of this Colony appreciate the able and successful manner in which Lord Palmerston, and other able British statesmen, have from time to time sustained their Treaty rights. Had there been the slightest misunderstanding with regard to our concurrent right of fishing, it surely would have been put at rest at the same time when the islands of St. Pierre and Miquelon were conveyed in full right to France, and in the same unmistakable language, or it would have been so inserted in some subsequent Treaty ; but this was never done, and we have exercised and maintained our rights ever since with an annually increasing population.

That there are localities on the so-called French Shore which have been exclusively occupied by the French time out of mind, and others in like manner occupied by British subjects. During the time of war British subjects took possession of those French premises, and in some cases refused to conform to the stipulations of the Treaties when peace was restored. Hence the Imperial act which was passed to meet the contingency and the Proclamations of Governors ordering the removal of

DESPATCHES.

such parties. In no other case was that Act ever availed of. There is no instance on record where the French have been interrupted in the rightful exercise of their fishery. All the collisions, with respect to the fishery, have been from the unlawful interruptions and aggressions on British subjects by the French.

That the Treaties provide that no fixed settlement shall be erected on the so-called French Shore. But the fact is, as if by mutual consent, both the French and British have disregarded this restriction, for both have fixed settlements, and British subjects are employed by the French to take care of their property during their absence. The French do not and have no right to reside in Newfoundland during the winter season.

That there is an Act in existence, VII. Victoria, authorizing the issue of grants of land without any restriction as to the so-called French Shore, and a subsequent Act, which received the special sanction of Her Majesty after twelve months' deliberation, under which licenses to search for minerals have been issued and grants made subject to French rights.

That the extent of the coast-line of the so-called French Shore, inclusive of the sinuosities of the Bays and Inlets, is little short of the one-half of the whole sea-coast of the island. Of this great distance the French occupy a small fractional part only; the British are scattered more or less throughout the whole length.

That the rights of fishing involved in the absurd claims of an exclusive fishery by the French are not limited to the residents of Newfoundland; they are the rights of the other provinces of British North America, and also those of the United States, to the latter granted them under their Treaty with Great Britain in the year 1818. England could not and would not have granted to the United States that which she had no right to grant, and much less would she deprive the inhabitants of the soil of rights she had granted to non-residents and to aliens.

That should Her Majesty's Government deem it desirable to appoint Commissioners to negotiate with the French Government with a view to the settlement of existing disputes between the fishermen of the two nations, such Commissioners should be instructed to make no concession whatever of any part of the soil beyond the privilege to which the French are entitled under existing Treaties, namely:—"To erect stages

DESPATCHES.

made of boards, and huts necessary and usual for drying fish, nor to resort to the said Island beyond the time necessary for fishing or drying fish ;" nor any fishery rights other than a concurrent right, to which only they are entitled.

That the simple questions for the consideration and decision of the Commissioners be limited to the beach or strand necessary for the purposes contemplated under the Treaty, extending from the sea towards the interior, limiting that space to the necessary requirements of "landing and drying their fish," and their sea-fishing to the entrance of the rivers flowing from the interior within which rivers the French have no right of fishing whatever.

That the valuable and important privilege to purchase bait, both herring and caplin, on the Southern Coast be conceded to the French to be exercised at such times as British subjects may lawfully take the same, conditionally that the French abandon their untenable pretensions to an exclusive fishery.

The foregoing Resolutions were read and adopted by His Excellency the Governor and Council, and a certified copy handed His Excellency for transmission to the Right Honorable the Earl of Kimberley, 1st September, 1873.

 DESPATCHES.

 CORRESPONDENCE RESPECTING FOREIGN ENLISTMENT
 ACT.

From Lord Carnarvon to Governor Hill.

(COPY.)

No. 14.

DOWNING STREET,
 27th May, 1875.

SIR,—

I observe from your reply to my Circular Despatch of the 27th of March, 1874, that there is no law in the Colony under your Government forbidding the export of arms.

As it is important that every Colonial Government should be armed with such a power, and there are now very few which do not possess it, I have to request that you will invite your responsible advisers to consider the propriety of passing such a law, based upon the 150th section of the Imperial Customs' Consolidation Act, 1853, with such supplementary provisions, if any, as to boarding procedure, protection of officers, &c., as may be deemed requisite.

I have, &c., &c., &c.,

(Signed,) CARNARVON.

Governor

Sir STEPHEN J. HILL, C. B., K. C. M. G.,
 &c., &c., &c.

DESPATCHES.

From Governor Hill to Lord Carnarvon.

(Copy.)

No. 47.

GOVERNMENT HOUSE,
Newfoundland,
14th July, 1875

MY LORD,—

I have the honor to acknowledge the receipt of your Lordship's Despatch, No. 14, of the 27th May, 1875, referring to my reply to your Lordship's Circular Despatch of the 21st March, 1874, in relation to the absence of any law in this Colony forbidding the export of arms.

2.—In reply, I have to observe that during the last session of the Newfoundland Legislature an Act was passed to prevent the enlistment in the service of any foreign state, and to prevent the exportation of arms and munitions of war. A copy of the said Act, 38 Victoria, Chapter 11, is enclosed.

3.—On reference to the second section of the Act, it will be found that the requirements of the 150th section of the Imperial Customs' Consolidation Act, 1853, are fully carried out.

I have, &c.,

(Signed,)

STEPHEN J. HILL.

The Right Honorable
the Earl of Carnarvon,
&c., &c., &c.

 DESPATCHES.

 CORRESPONDENCE IN REFERENCE TO ACT RESPECTING
 CERTIFICATES TO MASTERS AND MATES.

Lord Carnarvon to Governor Hill.

(Copy.)

NEWFOUNDLAND.

No. 43.

DOWNING STREET,
 19th November, 1875.

SIR,—

I referred to the Board of Trade the Act recently passed by the Legislature of Newfoundland, entitled, "An Act respecting Certificates to Masters and Mates," a transcript of which accompanied your Despatch, No. 49, of the 14th of July last.

I enclose a copy of a letter which I have received from the Board of Trade in reply, from which you will see that the Act is considered to require amendment; and I should be glad if you would bring the suggestions of the Board of Trade to the notice of your Government.

In the meantime I shall defer tendering to Her Majesty any advice upon the subject of this Act.

I have, &c., &c., &c.,

(Signed,) CARNARVON.

Governor

SIR STEPHEN J. HILL, C. B., K. C. M. G.,
 &c., &c., &c.

DESPATCHES.

The Board of Trade to the Colonial Office..

[COPY.]

M. 16223.

BOARD OF TRADE,
Whitehall Gardens,
5th November, 1875.

COLONIAL CERTIFICATES.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 30th ultimo, transmitting a transcript of an Act passed by the Legislature of Newfoundland, entitled, an Act respecting Certificates to Masters and Mates, and asking the Board's opinion whether it may properly be submitted for Her Majesty's confirmation.

In reply I am to state that, with the exception of the 10th section of the Act, the Board see no objection to its provisions. As regards this section, I am to point out for Lord Carnarvon's information, that it gives power to the Governor of the possession, or to the Board of Trade, to suspend or cancel certificates on investigation authorised by either of them.

Now, under section 242, of the Merchants' Shipping Act, 1854, such powers, it is true, were conferred upon the Board of Trade, but under section 23 of the Merchants' Shipping Act Amendment Act, 1862, these powers were taken away and vested in the Court or Tribunal holding the investigation, the power of the Board of Trade to suspend or cancel certificates being limited to cases where the holder of a certificate had been shewn to have been convicted of an offence (criminal).

The Board are of opinion, therefore, that section 10 of the Newfoundland Act should be so modified as to bring it into harmony with the provisions of the Imperial Act, by confining the powers of suspending and cancelling to the tribunal investigating the case, except where the holder of a certificate has been convicted of an offence.

DESPATCHES.

With regard to the provisions relating to examinations for Masters and Mates' Certificates, it would appear that the Government of Newfoundland contemplate the extension, by order in Council, of the provisions of section 8 of the Merchant Shipping (Colonial) Act, 1869, to that possession.

I am to point out, however, that the Board cannot take any steps for carrying this into effect until they have received copies of the regulations drawn up by the Newfoundland Government on the subject, and are satisfied that the regulations are in every respect identical with those in the United Kingdom.

I am to transmit, for the information of the Newfoundland Government on these points, the accompanying documents.

I have, &c.,

(Signed,) THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

**CIRCULAR RESPECTING CORRECT COMPUTED AREA OF
THE COLONIES.**

CIRCULAR.

DOWNING STREET,
25th May, 1875.

SIR,—

A question having recently arisen as to the correct area of one of the West India Colonies, that given in the Blue Book statistics differing from the Admiralty Chart of the Colony, and as it is very essential to know as accurately as possible the area of each of Her Majesty's Colonial Possessions, I have to request that you will be good enough to report to me at your convenience the correct computed area of the Colony under your Government, and from what data this information is obtained.

I have the honor to be,

Sir,

Your most obedient humble servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

CIRCULAR RESPECTING QUARANTINE REGULATIONS.

CIRCULAR.

DOWNING STREET,
20th July, 1875.

SIR,—

A question having recently arisen in one of the Colonies as to the observance of Colonial Quarantine Acts by Her Majesty's Ships of War, it has been suggested to me by the Lords Commissioners of the Admiralty, that as Her Majesty's ships are subject to local Quarantine regulations in the same manner as Merchant ships, the Naval Commanders in Chief on the various Colonial Stations, should be furnished with copies of the Colonial Quarantine Acts.

I have, therefore, to request that you will see that this suggestion is carried out in the Colony under your Government.

I have the honor to be,

Sir,

Your most obedient humble servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

CIRCULAR RESPECTING BLUE BOOK.

CIRCULAR.

DOWNING STREET,
24th May, 1875.

SIR,—

My attention having been called to the fact that it would be more convenient for printing purposes if the Annual Reports on the Blue Books were written on one side of the paper only, I have the honor to transmit to you, for your information, and for insertion in any volumes of the Colonial Regulations in use in the Colony under your Government, copies of a section to be substituted for the 271st Regulation respecting the transmission of the Reports in question to this Department.

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

**SECTION RESPECTING THE TRANSMISSION OF THE REPORTS
IN QUESTION.**

271.—The Governor, in transmitting the "Blue Book" to this Department, must accompany it with a Report, which should be written on one side of the paper only, exhibiting generally the past and present state of the Colony, and its prospects under the several heads specified in the Book. That Report will be laid before both Houses of Parliament.

It should be, as much as may be, complete within itself, and if it be unavoidable to append other Returns than those to be found in the Blue Book reported upon, they should be of a summary character, and clear of such local details as are of no use and significance elsewhere than on the spot; bearing in mind that the extent to which what is printed for Parliament shall be circulated and read, will depend much on the degree to which it is substantive and succinct.

*DESPATCHES.***ORDER IN COUNCIL EXTENDING TO DUTCH VESSELS
ADVANTAGES OF MERCHANT SHIPPING ACT, 1862.**

CIRCULAR.

DOWNING STREET,
19th November, 1875.

SIR,—

I have the honor to transmit to you, for information in the Colony under your Government, a copy of an Order of the Queen in Council, of the 26th ultimo, extending to Dutch vessels the advantages held out by "The Merchant Shipping Act, 1862," to ships of Foreign Countries adopting the rules for the measurement of Tonnage, which obtain in this Country.

I have the honor to be,

Sir,

Your most obedient, humble servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

AT THE COURT AT BALMORAL,

THE 26TH DAY OF OCTOBER, 1875.

PRESENT,

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

Whereas by the "Merchant Shipping Act Amendment Act, 1862," it is enacted, that whenever it is made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships, for the time being in force under the principal Act, have been adopted by the Government of any foreign country, and are in force in that country, it shall be lawful for Her Majesty by Order in Council to direct that the ships of such foreign country shall be deemed to be of the tonnage denoted in their certificate of registry or other national papers, and thereupon it shall no longer be necessary for such ships to be remeasured in any port or place in Her Majesty's dominions; but such ships shall be deemed to be of the tonnage denoted in their certificates of registry or other papers in the same manner, to the same extent, and for the same purposes, in, to, and for which the tonnage denoted in the certificate of registry of British ships is to be deemed the tonnage of such ships.

And whereas it has been made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships now in force under "The Merchant Shipping Act, 1854," have been adopted by the Government of His Majesty the King of the Netherlands, with the exception of a difference in the mode in certain steamers of estimating the allowance for engine-room, and such rules are now in force in that country, having come into operation on the 1st day of January, 1876, Her Majesty is hereby pleased, by and with the advice of Her Privy Council, to direct as follows:

1.—As regards sailing ships, that merchant sailing ships of the said Kingdom of the Netherlands, the measurement whereof after the said day of January, 1876, has been ascertained and denoted in the registers and other national papers of such sailing ships, testified by the date thereof, shall be deemed to be of the tonnage denoted in such registers and other national papers in the same manner, and to the same extent,

DESPATCHES.

and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British sailing ships is deemed to be the tonnage of such ships.

2.—As regards steam ships, that merchant ships belonging to the said Kingdom of the Netherlands, which are propelled by steam or any other power requiring engine-room, the measurement whereof, shall, after the said 1st day of January, 1876, have been ascertained and denoted in the registers and other national papers of such steam ships, testified by the dates thereof, shall be deemed to be of the tonnage denoted in such registers or other national papers in the same manner, and to the same extent, and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships: Provided, nevertheless, that if the owner or master of any such Dutch steam ship desires the deduction for engine-room in his ships to be estimated under the rules for engine-room measurement and deduction applicable to British ships, instead of under the Dutch rule, the engine-room shall be measured and the deduction calculated according to the British rules.

EDMUND HARRISON.

DESPATCHES.

**CIRCULAR ENCLOSING COPY OF MERCHANT SHIPPING
ACT, 1875.**

CIRCULAR (1.)

DOWNING STREET,
22nd October, 1875.

SIR,—

With reference to my Predecessor's Circular Despatch of the 3rd December, 1873, I transmit herewith for your information and for general publication in the Colony under your Government, a copy of a letter from the Board of Trade enclosing a copy of "The Merchant Shipping Act, 1875."

2.—I request that you will call the attention of your Ministers to the desire expressed by the Board of Trade, to be furnished with an immediate Report of any case in which grain, &c., is shipped in British Vessels in contravention of the Act, and in such a manner as to endanger human life.

3.—I shall be obliged if you will favor me with any observations which may occur to your Advisers with reference to the application of the several provisions of this Act to the Colony under your Government.

I have the honor to be,

Sir,

Your most obedient humble servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

UNSEAWORTHY SHIPS.

[38 & 39 VICT. CH. 88.]

ARRANGEMENT OF CLAUSES.

Clause.

1. Appointment and powers of officers having authority to detain unseaworthy ships.
2. Ship to be detained on complaint of crew.
3. Cargo of grain, &c.
4. Penalties on sending unseaworthy ships to sea.
5. Marking of deck lines.
6. Statement of load-line.
7. Penalty for offences in relation to marks on ships.
8. Proceedings may be taken against the Board of Trade by action against the principal secretary.
9. Liability of shipowner to crew.
10. Short title.
11. Duration of Act.

DESPATCHES.

UNSEAWORTHY SHIPS.

CHAPTER 88.

An Act to make provision for giving further powers to the Board of Trade for stopping unseaworthy ships.

[13th August, 1875.]

Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1.—The Board of Trade may forthwith and from time to time by special order appoint a sufficient number of fit and proper persons, from their own staff or otherwise, to be officers having authority to detain unseaworthy ships, and may from time to time revoke any such appointment.

If any officer so appointed has reason to believe upon inspection or otherwise that any British ship is by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious damage to human life, he may order that the ship be detained for the purpose of being surveyed.

Any such order shall have the same effect as if it were an order of the Board of Trade under section twelve of the Merchant Shipping Act, 1873.

For the purpose of ascertaining whether a British ship is fit to proceed to sea, any officer so appointed may go on board the ship and inspect the same, or any part thereof, or any of the machinery, boats, equipments, or other articles on board thereof, not unnecessarily detaining or delaying her from proceeding on her voyage; and any person who wilfully impedes him in the execution of his duty, shall be liable to the same penalties, and may be dealt with in the same manner as if the officer were an inspector appointed by the Board of Trade under the Merchant Shipping Act, 1854.

DESPATCHES.

When any officer so appointed orders a ship to be detained, he shall forthwith report his proceedings to the Board of Trade.

An officer so appointed shall receive such remuneration for his services under this Act as the Treasury from time to time direct, and such remuneration shall be paid out of moneys to be provided by Parliament.

2.—Whenever a complaint is made to the Board of Trade or to any officer so appointed by one-fourth of the seamen belonging to any British ship, that the ship is by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, it shall be the duty of the Board or officer, as the case may be, if the complaint is made within time sufficient for that purpose before the sailing of the ship, without requiring any security for the payment of costs and expenses, to take proper steps for ascertaining whether the ship ought to be detained for the purpose of being surveyed under the Merchant Shipping Act, 1873.

3.—From and after the first day of October one thousand eight hundred and seventy-five, no cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, shall be carried on board any British ship, unless such grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise. This section shall not apply to any grain shipped previous to the first October one thousand eight hundred and seventy five.

The master of any British ship who shall knowingly allow any cargo or part of a cargo to be shipped therein for carriage contrary to the provisions of this section shall for every such offence incur a penalty not exceeding two hundred pounds.

4.—Section eleven of “The Merchant Shipping Act, 1871,” shall be repealed, and in lieu thereof it shall be enacted:—

1. Every person who sends a ship to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered, and the managing owner of any British ship so sent to sea from any port in the United Kingdom, shall be guilty of a misdemeanor, unless he prove that he used all reasonable means

DESPATCHES.

to ensure her being sent to sea in a seaworthy state, or prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable; and, for the purpose of giving such proof, such person may give evidence in the same manner as any other witness :

2. Every person who attempts or is party to any attempt to send to sea any ship in such unseaworthy state that the life of any person would be likely to be thereby endangered, shall be guilty of a misdemeanor, unless he gives such proof as aforesaid, and for the purpose of giving such proof such person may give evidence as aforesaid :
3. Every master of a British ship who knowingly takes the same to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered shall be guilty of a misdemeanor, unless he prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable, and for the purpose of giving such proof such person may give evidence as aforesaid :
4. The owner of every British ship shall from time to time register at the Custom House of the port in the United Kingdom at which such ship is registered the name of the managing owner of such ship, and if there be no managing owner, then of the person to whom the management of the ship is entrusted by and on behalf of the owner; and in case the owner fail or neglect to register the name of such managing owner or manager as aforesaid shall be liable, or if there be more owners than one, each owner shall be liable in proportion to his interest in the ship, to a penalty not exceeding in the whole five hundred pounds each time that the said ship leaves any port in the United Kingdom, after the first day of November, one thousand eight hundred and seventy-five without the name being duly registered as aforesaid :
5. The term "managing owner" in sub-section one shall include every person so registered as managing owner or as having the management of the ship for and on behalf of the owner :
6. No prosecution under this section shall be instituted except by or with the consent of the Board of Trade :

DESPATCHES.

7. No misdemeanor under this section shall be punishable upon summary conviction.

Provided that the repeal enacted by this section shall not affect any punishment incurred or to be incurred in respect of any offence against the enactment hereby repealed, or any legal proceeding in respect of any such punishment, and any such legal proceeding may be carried on as if this Act had not passed.

5.—Every British ship registered on or after the first day of November one thousand eight hundred and seventy-five shall before registry, and every British ship registered before that day shall, on or before that day, be permanently and conspicuously marked with lines of not less than twelve inches in length and one inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the waterway at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

Provided that—

- (1.) This section shall not apply to ships employed in the coasting trade or in fishing, nor to pleasure yachts ; and
- (2.) If a registered British ship is not within a British port of registry at any time before the first day of November one thousand eight hundred and seventy-five, she shall be marked as by this section required within one month after her next return to a British port of registry subsequent to that date.

6.—With respect to the marking of a load-line on British ships, the following provisions shall have effect :

- (1.) From and after the first day of November one thousand eight hundred and seventy-five the owner of every British ship shall,

DESPATCHES.

before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with a horizontal line eighteen inches in length, drawn through its centre :

- (2.) The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage :
- (3.) He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal officer of Customs, a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre :
- (4.) If default is made in delivering this statement in the case of any ship, any officer of customs may refuse to enter the ship outwards :
- (5.) The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made :
- (6.) The master of the ship shall also enter a copy of this statement in the official log book :
- (7.) When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom.

7.—Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except in the event of the particulars thereby

DESPATCHES.

denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding one hundred pounds.

If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding one hundred pounds.

8.—Where a claim of compensation under the Merchant Shipping Act, 1873, is made against the Board of Trade, and liability to pay compensation, or the amount thereof is in dispute, proceedings may be taken against the Board of Trade by action against the principal secretary thereof as nominal defendant.

9.—In every contract of service, express or implied, between the owner of a ship and the master or any seaman thereof, and in every instrument of apprenticeship whereby any person is bound to serve as an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the part of the owner of the ship to the master, seaman, or apprentice, that the owner of the ship, his agents and servants, shall use all reasonable efforts to insure the seaworthiness of the ship for the voyage at the commencement thereof, and to keep her in a seaworthy condition during the voyage.

Provided that nothing in this section shall make the owner of a ship liable for the death of or any injury to a master, seaman, or apprentice belonging to any ship when caused by the wrongful act, neglect, or default of a seaman or apprentice belonging to the same ship, in any case where he would not otherwise be so liable.

10.—This Act may be cited as the Merchant Shipping Act, 1875, and shall be construed as one with the Merchant Shipping Act, 1854, and the Acts amending the same, and the said Acts and this Act may be cited collectively as the Merchant Shipping Acts, 1854 to 1875.

11.—This Act shall continue in force until the first day of October one thousand eight hundred and seventy-six.

DESPATCHES.

The Board of Trade to the Colonial Office.

[COPY.]

BOARD OF TRADE,
Whitehall Gardens,
11th August, 1875.

SIR,—

I am directed by the Board of Trade to enclose a copy of "The Merchant Shipping Act, 1875," and to request your attention to the 3rd Section of this Act relating to the carriage of grain and other seeds or nuts in British Ships.

I am to suggest that a copy of this Act should be sent to the Governors of all Colonies from which grain is shipped.

I am further to suggest that instructions may be given to cause an immediate report to be sent to the Board of Trade of any case in which grain, &c., is shipped in British Vessels in contravention of the Act, and in such a manner as to endanger human life.

I have, &c.,

(Signed,)

THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

**CIRCULAR ANNOUNCING RATIFICATION OF THE POSTAL
TREATY AT BERNE.**

CIRCULAR.

DOWNING STREET,
1st June, 1875.

SIR,—

With reference to my Circular Despatch of the 11th December last, forwarding copies of a Treaty signed at Berne on the 9th October, concerning the formation of a General Postal Union, and of the Detailed Regulations for its execution, I have now the honor to transmit to you, for your information, a copy of a letter from the Lords Commissioners of the Treasury enclosing a letter from the Postmaster General announcing the Ratification of the Treaty at Berne on the 3rd ultimo, and I have to request that the Treaty as laid before the Imperial Parliament, copies of which are herewith enclosed, may be published in the usual manner in the Colony under your Government.

I have the honor to be,

Sir,

Your most obedient humble servant,

CARNARVON.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

The Treasury to the Colonial Office.

(COPY.)

8030/75.

TREASURY CHAMBERS,
25th May, 1875.

SIR,—

I am desired by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, to be laid before the Earl of Carnarvon, copy of a communication from the Postmaster-General, announcing that the General Postal Union Treaty was duly ratified at Berne on the 3rd instant; and I am to state that copies of the Treaty were laid before Parliament on the 21st instant.

I am, &c.,

(Signed,) WILLIAM LAW.

R. G. W. HERBERT, Esq.,
Colonial Office.

DESPATCHES.

The General Post Office to the Treasury.

(COPY.)

GENERAL POST OFFICE,
14th May, 1875.

MY LORDS,—

I have the honor to inform your Lordships that the contemplated meeting for the exchange of Ratifications of the General Postal Union Treaty took place at Berne on the 3rd instant, and in accordance with the authority conveyed in your letter of the 10th March last, No. 3953/75, I deputed Mr. Maclean of the Secretary's Office of this Department to attend it on behalf of the British Post Office.

I transmit herewith copy of the Procès-Verbal, which was drawn up on the occasion, and was signed by all the delegates present, from which you will see that the Ratifications were found to be in good and due form; and further, that the French Government has, subject to the approval of the National Assembly, declared its intention to adhere to the Treaty on the 1st January, 1876.

The Treaty having been duly ratified, I presume that your Lordships will now think it well to lay it before Parliament.

I have, &c.,

(Signed,) JOHN MANNERS.

The Lords Commissioners
of Her Majesty's Treasury.

 DESPATCHES.

 DESPATCHES ADVISING ALLOWANCE OF STATUTES OF 1875.

Lord Carnarvon to Governor Hill.

(COPY.)

NEWFOUNDLAND.

No. 26.

DOWNING STREET,
9th August, 1875.

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the Act of the Legislature of Newfoundland, entitled, "An Act to prevent the enlistment in the service of any foreign state, and to prevent the exportation of Arms and Munitions of War," a transcript of which accompanied your Despatch, No. 47, of the 14th of July.

I have, &c., &c., &c.,

(Signed,) CARNARVON.

Governor

SIR STEPHEN J. HILL, C.B., K.C.M.G.,
&c., &c., &c.

DESPATCHES.

From Lord Carnarvon to Governor Hill.

(COPY.)

NEWFOUNDLAND.

No. 40.

DOWNING STREET,
30th October, 1875.

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch, No. 49, of the 14th of July last, viz. :—

CAP. 1.—An Act to continue and amend an Act passed in the thirty-seventh 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.”

CAP. 2.—An Act for granting to Her Majesty a sum of money for constructing and repairing Roads, Streets and Bridges within this Colony.

CAP. 5.—An Act to provide for the appointment of Harbor Master for the port of St. John's and other purposes.

CAP. 6.—An Act to amend and consolidate the Laws respecting the granting of Licenses for the sale of Intoxicating Liquors.

CAP. 7.—An Act to amend Title 27, Chapter 102 of the Consolidated Statutes, entitled, “Of the Coast Fisheries.”

CAP. 8.—An Act to abolish the office of Coroner.

DESPATCHES.

CAP. 9.—An Act for the amendment of the Criminal Law.

CAP. 10.—An Act to provide for the Inspection of Pickled Fish.

CAP. 12.—An Act to raise by loan a sum of money for the erection of a Building for the Storage of Inflammable Oils.

CAP. 13.—An Act to amend the Consolidated Statutes, Title 23, Chapter 80, relating to the Re-building of St. John's.

CAP. 14.—An Act to amend Title 17, Chapter 67 of the Consolidated Statutes, entitled, "Of the Newfoundland Savings' Bank."

CAP. 15.—An Act to amend Title 17, Chapter 59 of the Consolidated Statutes, entitled, "Of the Board of Works."

CAP. 16.—An Act to provide for the retirement of certain Officials of the Government.

CAP. 17.—An Act to amend Title 16, Chapter 58 of the Consolidated Statutes, entitled, "Of the Salaries of certain Officials;" and Chapter 16 of the Consolidated Statutes, entitled, "Of the Post Office."

CAP. 19.—An Act to amend Chapter 116, Title 31 of the Consolidated Statutes, entitled, "Of the Preservation of Wild Fowl, Deer, Hares, Rabbits, &c., and to make further provision for the protection of Elk or Moose within this Colony, and for other purposes."

CAP. 20.—An Act to amend the Law relating to the Preservation of Sheep and other animals.

CAP. 21.—An Act relating to the Wesleyan Methodists of this Colony, for Incorporating Conferences of their body in this Colony, and to make provision with regard to certain trusts connected therewith.

CAP. 22.—An Act to authorise the raising of a sum of money for the Public Service of this Colony.

DESPATCHES.

CAP. 23.—An Act to Indemnify the Governor of Newfoundland for certain sums of money advanced by him from the Colonial Treasury, for the service of the Colony.

CAP. 24.—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 day of December, 1875, and for other purposes.

CAP. 25.—An Act to provide for the contingent expenses of the Legislature.

I have, &c., &c., &c.,

(Signed,)

CARNARVON.

Governor

Sir STEPHEN J. HILL, C. B., K.C.M.G.,
&c., &c., &c.,

DESPATCHES.

From Lord Carnarvon to Governor Hill.

(COPY.)

NEWFOUNDLAND.

No. 44.

DOWNING STREET,
25th November, 1875.

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch, No. 49, of the 14th of July last.

No. 3 of 1875.—An Act to amend the Consolidated Statutes, Title XIII, "Of Crown Lands and Mines and Minerals," Chapter 45, "Of the mode of obtaining Grants," and Chapter 46, "Of Licenses and Grants in certain cases," and to make provision respecting the sale and management of Timber and Crown Lands.

No. 18 of 1875.—An Act to encourage the cultivation of Waste Lands.

I have, &c., &c., &c.,

(Signed,) CARNARVON.

Governor

Sir STEPHEN J. HILL, C.B., K.C.M.G.,
&c., &c., &c.

DESPATCHES.

CORRESPONDENCE RELATING TO THE PROPOSED RAILWAY IN NEWFOUNDLAND.

DOWNING STREET,
23rd March, 1876.

SIR,—

With reference to the correspondence which has passed on the subject of a proposed Railway across Newfoundland, I have the honor to transmit to you a copy of a letter which I have received from Mr. Nicholas Stubber, making an application for a concession of land to enable him to construct a Railway across the colony.

I also enclose a copy of the reply which I have caused to be addressed to Mr. Stubber.

I have, &c., &c., &c.,

(Signed,)

CARNARVON.

Governor

Sir STEPHEN J. HILL, C. B., K.C.M.G.,
&c., &c., &c.,

DESPATCHES.

2, DORSET STREET,
MANCHESTER SQUARE,
17th March, 1876.

MY LORD,—

I have the honor to submit to your Lordship a project of mine for an overland route from the port of Galway through Newfoundland to Nova Scotia, thence to St. John, which will not only have the advantage of going a greater distance overland than has hitherto been accomplished, thus avoiding icebergs and other dangers of the sea route, but will also enable us to reach New York in seven, instead of (as at present) from ten to fourteen days, and, consequently, insure the carriage of the mails. I am now forming a company to carry out this project, and I have humbly to request and pray that Her Majesty's Government will be pleased to grant me a concession for making a Railway through Newfoundland with such an amount of land on either side of it for the further remuneration of the Shareholders as Her Majesty's Government may in their discretion think proper—such concession to be subject to a condition that the Railway shall be completed within a given time.

I have, &c., &c.,

(Signed,)

NICHOLAS STUBBER.

The Right Honorable
the Earl of Carnarvon,
&c., &c., &c.

DESPATCHES.

DOWNING STREET,
23rd March, 1876.

SIR,—

I am directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 17th instant, and to state in reply that any application for a concession for making a Railway with or without grants of land in Newfoundland, should be addressed to the local Government in whom the power of dealing with such questions has been vested.

His Lordship desires me to add that you may be aware that a preliminary survey has been made of a Railway from St. John's to St. George's Bay.

I am, &c., &c.,

(Signed,)

W. R. MALCOLM.

NICHOLAS STUBBER, Esq.

DESPATCHES.

CORRESPONDENCE RESPECTING THE STEAMSHIP *ARCTIC*
OF DUNDEE.

Lord Carnarvon to Governor Hill.

NEWFOUNDLAND.

No. 18.

DOWNING STREET,
17th February, 1876.

SIR,—

My telegram of the 12th instant will have informed you, in reply to yours of the 10th instant, that the owner of the steamship *Arctic* has promised that his vessel shall respect the provisions of the Act of the Newfoundland Legislature regulating the prosecution of the Seal Fishery. I now enclose for your information, copies of a correspondence shewing the steps which have been taken in consequence of your telegram. I also transmit you copies of a previous correspondence from which you will learn that before the receipt of your telegram the owner of the *Arctic* had promised that the vessel should respect the provisions of the local Act.

I have, &c., &c., &c.,

(Signed,)

CARNARVON.

Governor

SIR STEPHEN J. HILL, C. B., K. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Colonial Office to Mr. Yeaman.

[COPY.]

DOWNING STREET,
14th February, 1876.

SIR,—

With reference to your letter of the 14th of January and to the reply from this Department of the 17th of the same month, I am directed by the Earl of Carnarvon to transmit to you a copy of a telegram received from the Governor of Newfoundland, expressing the apprehension of his Government that the steamship *Arctic* will commence the seal fishery before the date fixed by the Colonial Act.

In reliance on the promise made through you by the owner of the *Arctic*, Lord Carnarvon has informed the Governor by telegraph that Mr. Stephen has promised that his vessel shall respect the Colonial Act; and I am to add that the copy of the Governor's telegram is sent to you with the view of avoiding any misapprehension in consequence of the steps which it appears the Newfoundland Chamber of Commerce have taken in the matter.

I am, &c.,

(Signed,)

W. R. MALCOLM.

JAMES YEAMAN, Esq., M. P.

DESPATCHES.

Mr. Yeaman to the Colonial Office.

(COPY.)

February 15, 1876.

SIR,—

I have the honor to acknowledge the receipt of your letter of yesterday's date, and also copy of telegram from the Governor of Newfoundland to the Right Honorable the Earl of Carnarvon, regarding the steamer *Arctic* of Dundee, in respect of that vessel's intention to be employed in the Seal Fishery of Newfoundland this season.

I have the honor to thank the Right Honorable the Colonial Minister for these communications, and to state that I have forwarded them to Mr. William Stephen of Dundee, the owner of the *Arctic*, for his guidance.

I beg also to say that I have the assurance of Mr. Stephen that he will give strict instructions to the masters of his vessels to adhere rigidly to the terms of the Act which regulates the Newfoundland Seal Fishery, a manuscript copy of which, by the Earl of Carnarvon's readiness, was transmitted through me last month to Mr. Stephen.

I have, &c.,

(Signed,)

JAS. YEAMAN.

The Secretary
Colonial Office,
Downing Street.

DESPATCHES.

Mr. Yeaman to the Colonial Department.

(COPY.)

DUNDEE,
January 14, 1876.

DEAR SIR,--

May I take the liberty of troubling you to forward to me copy of the Act referred to in the enclosed letter addressed to me. You will see for what purpose Mr. Stephen, who is an extensive shipbuilder and ship-owner here, requires the information.

I am, &c.,

(Signed,) JAS. YEAMAN.

The Secretary
Colonial Department,
London.

DESPATCHES.

Mr. Stephen to Mr. Yeaman.

(COPY.)

DUNDEE,
11th January, 1876.

DEAR SIR,—

You will doubtless have heard that the S. S. *Arctic* is going this spring to the Newfoundland Seal Fishery. This being the case, I am desirous to obtain a copy of the Bill last passed by the Colonial Legislature preventing steamers from sailing for the sealing before 10th March, as I intend to make it imperative that the *Arctic* respects the colonial enactment on this point, and that she does not begin before the time fixed by the Act. In this Captain Adams quite concurs. It has occurred to me that you might be able to get a copy of the Act for me through the Colonial Office, and if you can do so I shall feel obliged. I would like it as soon as possible, as time is wearing on.

Dear Sir,

Yours, &c.,

WILLIAM STEPHEN,
per CHARLES PETER.

JAMES YEAMAN, Esq., M. P.,
Craigie Cliff, Dundee.

 DESPATCHES.

The Colonial Office to Mr. Yeaman.

[COPY.]

DOWNING STREET,
17th January, 1876.

SIR,—

In reply to your letter of the 14th instant, I am directed by the Earl of Carnarvon to inform you that there are no more copies in print in this Department of the Act No. 9, of 1873, of the Newfoundland Legislature "to regulate the prosecution of the seal fishery." Lord Carnarvon has however much pleasure in desiring me to forward to you for Mr. Stephen's information a manuscript copy of the Act.

I am, &c.,

(Signed,) W. R. MALCOLM.

JAMES YEAMAN, Esq., M. P.

DESPATCHES.

Mr. Yeaman to the Colonial Office.

CRAIGIE CLIFF, DUNDEE,
January 20th, 1876.

SIR,—

I have the honor to thank the Right Honorable the Earl of Carnarvon for his courtesy and promptitude in sending the manuscript copy of the Legislation regarding the Newfoundland Seal Fishery.

Mr. Stephen also requires me to beg leave to thank His Lordship on his behalf.

I have, &c.,

(Signed,)

JAS. YEAMAN.

The Secretary
to the Colonial Department,
Downing Street.

MISCELLANEOUS.

**EVIDENCE TAKEN IN REFERENCE TO THE *GREENLAND*
RIOT.**

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
22nd April, 1876.

Evidence taken by the Select Committee appointed to consider the claim of the proprietors of the steamship *Greenland*, for damages sustained during a riot in March, 1875.

PRESENT :

Mr. KENT, *Chairman.*

“ RORKE,

“ MCNEILY,

“ WINTER.

The following petition was read :—

*To the Honorable the House of Assembly in Legislative Session
Convened.*

The petition of Nicholas Stabb, Smith McKay, Alexander McKay, T. W. Stabb, James Goodfellow and others, proprietors of the Steamship *Greenland*,

HUMBLY SHEWETH :

That on the tenth day of March, 1875, during a very serious disturbance and fight in the town, near and on the wharf of Mr. James Fox, caused by a collision between townspeople and some outharbor sealers, an attack was made on the steamship *Greenland* by a mob of men who threatened to destroy the ship.

The Police, under the Inspector, endeavored to stop the disturbance, and partially succeeded in clearing the wharf. The mob afterwards made an attack on the vessel from the ice, causing the Inspector to withdraw the Police from the wharf.

MISCELLANEOUS.

The Inspector requested Captain Dawe of the *Greenland* to get his men (who were all on board) below. This at the time he refused doing, saying if his men went below, the mob would probably rush on board and destroy the ship, as they were then throwing stones, ice, &c., at Captain Dawe and his crew.

That the Inspector again requested Captain Dawe to get his men below as he thought the mob would then disperse, he taking the responsibility of protecting the vessel which Captain Dawe did.

No sooner had the crew left the decks, than the mob on the wharf rushed on board and with stone ballast, (some being on the wharf and some on the quarter-deck of the vessel) commenced destroying what they could, breaking ship's wheel, skylight over cabin, both binnacles with compasses, compass over bridge, half filled cabin with stones, destroying nearly everything in cabin, table, seats, barometer, clock, compass, dishes, &c., &c., destroyed the glass in skylight over engine room, causing considerable damage to engine from glass getting among the machinery.

That the vessel was delayed two days getting temporary repairs done to her.

That the amount of damage was over one thousand dollars.

That had Captain Dawe not sent his crew below, as requested by the Inspector of Police, they could have defended and protected their vessel from injury.

That the loss sustained by the owners of the steamship *Greenland* is attributable to Captain Dawe having acted in accordance with the request of the Inspector of Police, as before stated.

Your petitioners, therefore, humbly pray that your Honourable House will cause compensation to be made to the owners of the *Greenland* for the loss which they have thus sustained.

And as in duty bound will pray.

NICHOLAS STABB,
A. M. MCKAY,
SMITH MCKAY,
J. GOODFELLOW,
R. RHODES,
T. W. STABB.

 MISCELLANEOUS.

The following letter and statement of claims were laid before the Committee:—

(COPY.)

ST. JOHN'S, N. F.,
3rd June, 1875.

Hon. E. D. SHEA,
Colonial Secretary.

SIR,—

We herewith beg to hand you an account of damages sustained by the steamship *Greenland*, when in charge of the Police, during the riot of March 10th. The repairs before her leaving for the Seal Fishery, for want of time and the necessary material, were only temporary, but as the steamer goes to Quebec, to get other damage sustained at the Seal Fishery repaired, we shall at the same time get everything that was destroyed during the riot replaced.

The whole damage has been estimated at Two hundred and fifty pounds currency.

We are, Sir,

Your obedient servants,

(Signed,) N. STABB & SONS.
Agents.

 MISCELLANEOUS.

A.

H. M. Government,

To S. S. Greenland and Owners,

Per N. STABB & SONS, Agents.

1875.

March.—To paid R. Peace & Co., for repairs to			
Binnacles, lamps, &c.....	£4	1	8
" R. H. Earle, 1 timepiece.....	1	15	0
" J. L. Duchemin, repairs to			
compasses, &c.....	0	18	6
" C. Ellis, brass ring for do.....	0	12	6
" E. Davy, joiners account.....	37	19	2
" J. Udle, painting and glaizing			
account.....	25	15	10
" S. Carnell, 1 ships wheel.....	8	10	0
" Labor.....	1	11	0
			81 3 8
" 1 piece plate glass for deck			
light.....	1	0	0
" 4 pains plate glass, 16 x 28, at			
30s.....	6	0	0
			7 0 0
Estimated cost of brass compasses, and			
binnacles for deck, mast-head			
compass and barometer.....		22	0 0
Estimated cost of knives, forks, spoons,			
glassware, dishes, &c., &c.....		5	0 0
2 days' detention of vessel.....		50	0 0
Estimated damage to machinery.....		100	0 0
			£265 3 8

MISCELLANEOUS.

The following documents were read before the Committee :—

Inspector of Police will please report for the information of the Government.

(Signed,)

W. V. WHITEWAY,
Solicitor General.

(Copy.)

CONSTABULARY OFFICE,
ST. JOHN'S,
11th March, 1876.

SIR,—

I have the honor to report for the information of His Excellency the Governor in Council that on yesterday about half-past twelve o'clock, while engaged at a Magisterial Investigation, word was brought to me that a disturbance of a very serious nature had taken place at the wharf of Messrs. Nicholas Stabb & Sons. I at once repaired to the scene, accompanied by High Constable Nicol, despatching a messenger to Barracks to send on the men who might be there. On arriving at Messrs. Stabb's premises, I found a large crowd, principally composed of St. John's men, attempting to force their way to the wharf, while an equally large body composed of Bay Roberts men (and forming the crews of the *Greenland* and *Iceland*, commanded by Captains Dawe and Parsons) were endeavouring to get to the street, where the St. John's men were. Both parties were much excited, and blows where they could be given were passing. Many of the steamers' crews were armed with gaffs, sticks, stones, and in some cases, I regret to say, with knives and even hatchets. On reaching the gate I endeavoured to close it and separate the parties, a most difficult task, in which I was assisted by the Honorable Sir Hugh Hoyles and five or six of my own men, who placed themselves between the contending parties until assistance arrived from the Barracks. They were able to find their way to the wharf during this time; one man

MISCELLANEOUS.

was so severely beaten that I had him conveyed in a dying state to Mr. Dickinson's, where he was attended by a doctor. In the meantime the Bay Roberts men were induced to return to their vessels, and some forced on board, and for a time I was in hopes that I had got the worst of the affair over; but the men seeking an entrance to the wharf found their way to the neighbourhood of the *Greenland* by going on the adjoining wharves and from thence to the ice on the harbor, and speedily commenced an attack on the crew, throwing stones, pieces of ice, &c., by which many of the Bay Roberts men were cut although not seriously injured. I proceeded to the ice with a number of the Police, and the Mounted Force who had now joined, formed up facing the crowd and doing good service. This continued for a considerable time, until a part of those men who were on the ice and others from the neighboring wharves found their way to that of Messrs. Stabb's; and at this time considerable damage was done to the *Greenland* by the mob forcing their way on board, the assault from the mob on the harbor still going on. I then despatched more men to the *Greenland* as well as the Mounted Force and the rioters were charged back. Some of the sealer's crew had armed themselves with sealing guns, but they were as speedily disarmed by Captain Dawe, who on so trying an occasion displayed the greatest coolness and forbearance, and who I regret to say, was struck with missiles on two or three occasions. Some of the St. John's rioters were much cut and injured, and two of the most active rioters I have placed in confinement. I have also procured the names of the most prominent actors in the affray, and shall lay the matter before the Magistrates for their decision as to the future measures to be adopted.

Judge Prowse and I, with the Police under my charge, remained up during the night, and I am happy to say all passed off quietly.

I believe the riot took place in consequence of a fight between a man named Power, of the *Iceland* and one of the *Greenland's* crew. Power is a native of St. John's. Others interfered and from this small beginning began what at one time was certainly a serious affray.

Before I conclude, I have great pleasure in stating that several gentlemen assisted me in endeavoring to quell the riot, including the Revd. Fathers McGrath and Forristal and the ex-Attorney General, Mr. Little. I have much pleasure in particularly mentioning the able assistance rendered me throughout by Captains William and Arthur Jackman, of steamships *Eagle* and *Hawk*. The entire Police Force

 MISCELLANEOUS.

behaved most creditably under so very trying circumstances, when their lives were in imminent danger.

I have the honor to be,

Sir,

Your most obedient Servant,

P. CARTY, *Inspector.*

Captain H. J. F. SHEA,
Private Secretary, &c, &c.

(COPY.)

CONSTABULARY OFFICE,
ST. JOHN'S,
7th June, 1875.

SIR,—

With reference to the attached communication, I have the honor to refer you to my report of the 11th March last; and with regard to the Police having charge of the *Greenland*, I have to state that the Police were not in charge of the vessel at any time, unless it could be said they were in charge while protecting her from a furious and excited mob, who were endeavouring and, I may add, destroying her, and I regret to say considerable damage was done to her cabin, &c. On the other hand it is pleasing to be able to state that through the zeal and courage of the Constabulary, at the risk of their lives, the vessel was saved from total destruction. I had frequently to call upon Captain Dawe, who exhibited the greatest coolness and forbearance, to keep his men in check as well as to keep them down from off deck, and were it not that he done so the result would have been alarming; in fact, it was one of the principal means of putting an end to a most serious riot, as hundreds of lives were at times in imminent peril.

I have, &c.,

(Signed,)

P. CARTY, *Inspector.*

The Honorable
W. V. WHITEWAY,
Solicitor General.

MISCELLANEOUS.

Captain CHARLES DAWE says :—

About midday on the 10th March, 1875, I came up to go on the wharf where the steamer *Greenland* was lying. I was met by Mr. Gustavus Dickinson, who advised me not to go on the wharf as there was a row going on. I got on the wharf by going through his house. There was at that time about forty or fifty men on the wharf. I recognized some of them as part of the crews of the *Greenland* and *Iceland*; they were near the gate, that is at the upper part of the wharf. There were some men belonging to the premises and some to the vessels engaged in closing the wharf gate. There was a large crowd outside the gate, and sticks and stones and other weapons were being thrown over the gate. I ordered the men on board, and after some little time succeeded in getting all on board the *Greenland*, with the exception of four or five men. I was standing on deck, making enquiries as to how the row commenced, when a large crowd rushed on the wharf, and commenced to beat the four or five men before they had time to get on board the ship. I got these four or five men on board, and ordered them to stand on the defensive, but on no account to use any weapon or throw anything overboard. By this time a large crowd had collected all round the vessel, and attacked the vessel by throwing ice, stones, sticks and all available missiles. I had great difficulty in keeping my men from using guns on the crowd, but succeeded in so doing. I myself was repeatedly struck by ice and stones. Mr. Thomas W. Stabb, the Inspector of Police, and Captain William Jackman came to me and asked me to send my men below. Mr. Stabb and the Inspector came repeatedly to me, and I refused to send the men below, because I thought the ship would be injured if I did so. Some minutes afterwards the Inspector came alone; I then consented for the men to go below; the Inspector guaranteed that the ship would not be injured, as he thought the crowd would disperse if the men went below. I ordered the men below then, when they all went down except about a dozen, who remained on deck. Immediately the crowd saw the men gone below they made a rush to board the vessel on the starboard bow. I ordered the men not to allow the crowd to get aboard and ran forward myself to stop them from getting on board. As soon as the crowd that was on the wharf saw the quarter deck clear, they made a raid on the vessel and with the pile of ballast that was on the wharf. When I turned round they were breaking the sky-light, wheel, barometer, compasses, binnacles, all the gear about the table in the cabin, smashing the table and everything that they possibly could, engine-room, skylight, and some things in the engine room. As soon as I saw the crowd on deck I ordered all hands to come up, and if they intended to kill us, as I then thought they

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would, we would die on the deck of the vessel and not be killed like sheep in the fore-castle. I waited until I had about forty men collected forward; the crowd then had possession of the quarter deck. I said: "Now, boys, we have to fight for our lives and possession of the vessel." I then went aft followed by my men to dispute the possession of the vessel and also to fight for our lives, to which we thought it had come at that time. The crowd fired one volley of ballast stones at us, and then ran and left us the vessel. We took possession of the vessel; the crowd had dispersed. I went below and ordered powder and shot, and told every man to arm himself as best he could, and if they made another raid on the vessel we should defend ourselves. They made no other attempt on the vessel after that. The crowd dispersed some short time after that; and I went up town with Mr. Stabb to see about the repairs of the vessel. I was not there at the commencement of the row and know nothing of its origin. I saw the police charge the crowd repeatedly on the wharf and on the ice.

CHARLES DAWE.

THOMAS W. STABB says:—

The row commenced by a fireman belonging to St. John's, on board the *Iceland*, who was very drunk; he got on shore about a quarter to 12; there was on the wharf a crowd of men belonging to the ships and to the town. This man was very abusive when he got on the wharf, and wanted to fight "any bloody bayman;" a little fellow then knocked him down. They got him on board the *Iceland* in less than half a minute after he was knocked down. Then there appeared a regular fight between St. John's men and baymen on the wharf; so many there you could not make out who was fighting. Just as they commenced a large crowd came rushing down through Fox's archway. When the men saw these rushing down, I heard some of the men sing out "Let us go for our gaffs and defend ourselves." I then ran as fast as I could to the Police Office; only one policeman there, but as I came out I saw the Inspector and a lot of police going down. I got to the gate about same time as the Inspector; there was then a tremendous crowd outside the gate; the gate was then open; down the yard was a line of sealers with their gaffs. I went down to them; they struck at me first, some of them, until one or two that knew me stopped them, and I told some men whom I knew had authority amongst them to try and get them on board. One old man said "If we would get the gate shut and keep the crowd from coming down, they

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would go on board. I went up to get some men to shut the gate; went round by the cove. When I came up, I found the Inspector had the gate closed; had to go through our office to reach the wharf again; the sealers were still in the yard, and the crowd outside were still pelting things over the gate. After that the men all went on board. The Inspector came down on the wharf with the Policemen, and he kept the crowd that was on the wharf clear of the vessel. When they saw he was able to do that, a cry from wharf and street came—"Let us attack her; let us get on the ice." Most of them cleared away then from the street and wharf to get on the ice. Just before that the Inspector asked me if I would ask Capt. Dawe to get his men to go below as he (Inspector) thought if the men went below the crowd would disperse. I told Captain Dawe. "No, Mr. Stabb," said he, "I'll not do it; if I do it the crowd will jump on board and destroy the vessel." A large mob gathered on the ice round the vessel; there must have been one or two thousand men on the ice. The Inspector took nearly all his men, horse police and all, on the ice. All this time the crowd was throwing ice and stones and other missiles from the ice at those who were on board the vessel. About one o'clock, while the Inspector and police were on the ice, I went over to Harvey's wharf to see Mr. Harvey. While there I saw a rush down from Fox's yard of some two hundred or three hundred men. They caught hold of some ballast-rocks that were on the wharf and some on the quarter deck of the vessel. I saw them smashing the skylight, binnacles and compasses. When I saw that, I went up to the Magistrates, and Judge Prowse came down with me. The Inspector had stopped it before we got down. The police had cleared the wharf before the men went on the ice, and when they were on the ice they kept the crowd from getting near the vessel. But there were not policemen enough on the wharf to meet the second attack through Fox's yard. It was this crowd that got on the vessel. The mounted police were on the wharf first and charged the crowd several times, and while on the wharf they kept the crowd from doing any damage. The whole affair continued about one hour and a half. The annexed statement marked A, is a correct statement of damages sustained. The two first items are actual expenditures, the others are estimates. Glass, compasses, binnacles, masthead compasses and barometer have been temporarily repaired and must be replaced. The two days detention were for repairs. After this the vessel went to Quebec and repairs there to her machinery cost £500, not all caused by the damage on this day; that was chiefly caused by the broken glass from the skylight getting amongst the machinery and impeding its working. I estimate it at £100 and don't consider that not more than a fair proportion. Vouchers for the expenditures are also annexed.

T. W. STABB.

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INSPECTOR CARTY says :--

I have heard the statements of Captain Dawe and Mr. Stabb, and they are correct in the main. One statement with regard to running away of crowd made by Captain Dawe, as to which I say it was the police who made the crowd go. They charged them, infantry and cavalry, and made the crowd leave both vessel and wharf. Captain Dawe and his men were there at the time. The circumstances are fully set forth in the written statement which I now hand in. It is copy of my report to His Excellency the Governor and of my reply to Messrs. Stabb to Colonial Secretary, of date June 3rd, 1875.

P. CARTY.

(For copy of Report see Journal, page 153.)

Amended Bill by
MISCELLANEOUS.**REPORT OF SELECT COMMITTEE ON THE PRESERVATION
OF BAIT.** *sub by the front*

5th April, 1876.

PRESENT :

Mr. RORKE,
 " COLLINS,
 " TESSIER,
 " BOWRING,
 Hon. RECEIVER GENERAL,
 " A. SHEA.

Mr. E. WATSON examined :—

I am acquainted with the fisheries at the Labrador, also with the practice of the French in the Straits of Belle Isle. They negotiate with our fishermen to supply them with bait during the summer season. The practice is to have one of our men, and furnish him with a crew of three men more.

I don't think the bait is lessened in quantity ; always have a sufficient supply of bait in the Straits. The French came over last year ; I sent a crew to prevent them hauling ; they went off ; they also came after herrings. French crews under charge of our Englishmen.

I am cognizant of a case that occurred last year. Our men took their boat, bait and all, and made prisoners of them ; they reported the fact to the officer on the other side of the shore, who said he would represent the case to the French authorities. Our people do not derive any advantage from the French ; they will not allow our people to fish on the so-called French Shore ; they drive our people away ; they are very jealous of what they call their rights.

MISCELLANEOUS.

HARBOR GRACE,
22nd March, 1876.

JOHN RORKE, Esq., M. H. A.

DEAR SIR,—

I received a telegram from you this morning, requesting me to furnish you, in writing, "full information regarding herrings and other bait to the Westward, and the best means of preventing abuse in taking." I will endeavour to meet your wishes, by giving an outline of the business in its different branches; and, first,

OF BAIT FOR HOME CONSUMPTION.

The principal kinds of bait used are herrings, caplin, and squids, supplemented in August, September, and October, with lobsters, shell bait and sea worms. No more are taken for our own fishery than are required, and the waste is trifling.

Our fishermen use nets for herring bait; but, occasionally, seines are used in August, when herrings are of small size.

Caplin, as a rule, are taken in seines; but the poorer classes use cast-nets, and some fishermen have nets of about one inch mesh, with which they take sufficient caplin for bait sometimes a week or ten days before they approach the shore sufficiently near to be taken in seines.

Squids for use of our fishermen are always taken with jiggers.

AMERICAN BAIT.

There is a large fleet of American Bankers that visit our West Coast for bait. They nearly all go to Fortune Bay, where it is usually abundant. They prefer herrings; and the quantity taken for a trip by each vessel is from thirty to forty barrels. These they either buy from our men, or catch themselves; and I have never known or heard of any waste; nor is there any reason why there should be, as the quantity required is known; and if any more were enclosed in the seine than were wanted, they would let them go without much injury.

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FRENCH BAIT.

Until about forty-five years ago, the French brought all their herring bait for the Bank fishery with them. About that time, however, they discovered that bait taken on our coast, which would be partially fresh when they arrived on the Banks, insured them much larger catches of fish at a very much less cost. They induced our fishermen to carry this bait to them at St. Peter's and the price paid was from fifteen to twenty francs per barrel. For ten years the quantity taken was limited and was caught in nets. About thirty-five years ago a few men introduced seines and made money. At that time there were no schooners, but all were ordinary western fishing boats, in number not over fifty or sixty and seines about six or eight. During the past twenty-five years a large fleet of schooners from twenty-five to forty-five tons has been built and bought, until now the number engaged is not less than three hundred schooners and boats, and about one hundred seines. This fleet is only engaged from the 12th April until the 6th or 10th of May, when all fit out for our own codfishery except some sixty or seventy schooners which make a business of baiting.

I think that nine-tenths of these schooners and two-thirds of the seines would never have been built and owned by the people of the Western Bay, but for the lucrative bait trade of twenty years. Any person familiar with the fisheries will be struck with the apparent disproportion between the number of vessels to be baited and the number engaged in baiting them, for the whole French fleet does not exceed three hundred sail, and would enquire, first, what are the results to our people; and, second, what are the effects on the bait?

To the first question I reply that for the past six years our people have had no adequate remuneration for their labor; nor have they sold more than half the quantity of herrings taken to St. Peter's; those unsold have been thrown overboard between St. Peter's and Brunet Island in Fortune Bay; having the effect, as many of our punt fishermen believe, of detaining the fish (which are about that time striking in) a fortnight later feeding on dead bait. This evil will cure itself in a very few years, for many fishermen, as their seines wear out, will not have or be furnished with the means to renew them. Many who used to bait the French have, the past three or four years, given it up, and fit out for the Gulf codfishery (near Port-a-Port and Codroy) about the middle of April, and they find it pays much better.

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The answer to the second question will, I apprehend, be more pertinent to the enquiries of your Committee; but I thought it might not be amiss to give a short outline of the business, as I have watched it for the past twenty-five years.

Herrings are so abundant in Fortune Bay that I cannot believe the quantity taken by man is appreciable. I have seen the schools miles in extent, while hundreds of porpoise, black fish and birds were feeding on them. Their habits are to strike in to the shore about the first week in December. They take up their quarters in the deep arms, such as Bay-de-North, Bay-de-East, Long Harbor, Little Bay, &c., about 1st January, where they remain until about the 20th of March. A large portion of them are under the ice during this time, and consequently the fishermen are unable to take a sufficient quantity to supply the demand. I am informed such was the case this winter, and that many vessels had to leave without cargoes. From the 20th March until about the 20th April, they are usually abundant and quite near the shore; they then go into deep water, and remain there until the 5th to 10th of May, when they make their appearance in almost every cove and harbor for the purpose of spawning; this season lasts until about the 5th of June, but a few schools are later, and it is not completely over until about the 1st of August; they then go into deep water to recuperate. While they are spawning the French baiters say some fifty or sixty sail disturb them but only partially for the supply required by small craft, such as flats, whale boats and boats that go only a few miles from land. Fifteen years ago, when there was a demand for twenty to thirty thousand barrels for curing and exportation in the month of May, they were much more disturbed than late years. I am of opinion that disturbing them while spawning is beneficial and tends to their increase, and the reason is this:—If allowed to remain quiet, they go almost ashore on the beaches and spawn in very shallow water. The first wind strong enough to make a surf rolls spawn and gravel high and dry, and it is consequently destroyed. I have seen the spawn rolled a foot deep above high water mark. If they are disturbed they deposit their spawn in deeper water, where it remains until vivified, with no other enemies than it would have in shallow water and free from wind and sea. I am sustained in this view by the opinions of some of the most observant fishermen in Fortune Bay, by the practice at Magdalene Islands, where an immense fishery has been prosecuted for many years, and always during spawning time; and by the fishery at Sandy Point in St. George's Bay, where from twenty-five to thirty thousand barrels have been annually taken always at the spawning season, and without any apparent diminution of the schools. Whether I am right in my con-

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jecture as to the cause, of one thing I am certain—that herrings are far more numerous now in Fortune Bay than they were twenty-five years ago, when comparatively few seines were used.

Of caplin I cannot write so confidently, as I have not had the same opportunities to observe their habits. They generally appear very abundant on the West Coast, particularly about St. Lawrence, Lawn, Lamaline, Dantzic Cove, and the other coves between Point May and Garnish, and at Deadman's Cove on the north side of Fortune Bay. They are also very plenty at the long beach between the French Islands, Miquelon and Langlaid; and these are the principal places from whence they are carried to St. Peter's. Some four or five French schooners have, the past few years, joined our fleet of baiters, and have visited our coast for caplin; and, at least, half of our schooners, after their first trips, go direct to Miquelon, and load there, without any interference from the French authorities. I think that generally one-third of the caplin sold by our baiters is captured in French waters.

Our people much oftener complain that caplin remain in deep water, where the fish get gorged with them, than of actual scarcity of the schools that visit the coast.

The quantity taken by French baiters more than is sold is not large. The whole fleet is baited in ten days, or less, and there is no such destruction as happens with herrings.

Squids are taken for the French in large quantities, but usually no more than are required, and almost always with jiggers. Some few vessels have occasionally gone with seines for them, to Cape North in Cape Breton, and to the head of Conception Bay. Since the year 1869 until last year, not only our shores but the Grand Banks were teaming with them, and no act of man could have materially reduced their numbers. They arrive on our west coast about the 1st of August, and are then about four or five inches long; they grow rapidly, and by the 10th of December, when the last are taken in Bay de North, in Fortune Bay, they are from twelve to fifteen inches long. These grown squids never visit our coast or any other coast that we are aware of; and how long they live or where they go after leaving our shore is a mystery unknown to, and perhaps unknowable by us.

Last year was an exceptional one for this island as well as the Labrador. Caplin and squids were scarce throughout the whole. No local

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mode of capturing them can have caused this scarcity. Where the effect was so general the cause must also have been general. I conjecture that the immense bodies of ice so late on our coast may have had a material influence in turning the caplin from us to the shores of Cape Breton and Nova Scotia, where they had rarely been seen before, and where they were abundant last year.

Last autumn some twenty sail of schooners visited Conception Bay for squids ; they had often done so before, but then bait was plenty, and certainly as they got none they did not cause the scarcity last season. So long as baiting French bankers is tolerated as legitimate, I cannot see any practical difference between taking 100,000 squids in a seine and taking the same number with a jigger.

We have on our Statute Book a law regulating the Herring and Caplin Fishery. One section restricts the use of seines before the 12th of April. This section is fairly enforced, because it is the interest of our fishermen to keep the French waiting a fortnight, as they pay much higher for bait the longer they are kept without it.

The next section—"That no bait shall be hauled within a mile of any settlement between Chapeau Rouge and Point Earagè," was intended to protect our shore fishermen, and have from its passing, eleven years ago, until this time been entirely disregarded by French baiters, and there are no means of enforcing it.

After many years observation, I am decidedly of opinion that no restrictive laws as to time and mode of taking bait are expedient.

1st,—Because they would be practically a dead letter ; and I think it injudicious to train people to the habit of violating any law with impunity.

2nd,—Because it would be utterly out of the power of Government to enforce such laws over an immense extent of coast, many parts of which, and where they would most likely be broken, being uninhabited, without a numerous coast-guard service ; and even with such a guard it would be difficult to prevent violations at night, the time when most bait is taken.

3rd,—Because an attempt to enforce such laws with the limited number of officials now employed, in many instances living forty miles apart,

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would place those residing near the official under supervision and restraint, while those living five or ten miles away would be free to do as they pleased. It would, therefore, be partial and unpopular.

4th,—Because I believe the great majority of fishermen in the localities most likely to be effected by such laws do not recognise their necessity; and until the fishing population as a whole admit their expediency they will not aid in enforcing them, and without their aid and approval police regulations of the fisheries will never be regarded.

5th,—Because I think the herring, caplin and squid so prolific that they do not require our protection; and one exceptional year of scarcity does not furnish sufficient data to indicate the necessity of restrictive laws.

6th,—Because the experience of all countries is that the freer the fisheries are left in all their branches, the more likely are they to be successfully prosecuted.

I am, dear Sir,

Yours very truly,

T. R. BENNETT.

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HARBOR BRETON, FORTUNE BAY,

25th September, 1875.

SIR,—

I have the honor to acknowledge receipt of your communication of the 19th instant.

This week is our settling time in Fortune Bay; there are crowds of people at Harbor Breton just now, and I have mentioned the subject of your letter to many. Herring hauling in the spawning season is indeed ruining Fortune Bay, as well as other parts of Newfoundland, and all are crying out against it, even those who make money by it. The cod fishery in Fortune Bay would not have been such a failure this year had it not been that bait was so scarce. Hundreds of craft are employed hauling from 12th April to middle of June (or till the appearance of caplin), for the French, and from after caplin to September, when they can be got, for the French and Americans. Were the herring all sold or used it might not be so bad perhaps, but it is a fact, as every body says so, that half are thrown overboard, especially in the spring.

The herring haulers are in the habit, whenever they can, of hauling and *barring in* with the seines, perhaps five or six times as much as they want to load their crafts. The herring are kept barred often a week, sometimes a fortnight, indeed often until the herring are all dead. In the spawning season such a wholesale destruction cannot fail, and that very soon, to ruin the herring fishery and the people of Fortune Bay with it. When there is any chance of hauling a few barrels there is scarcely a creek near the settlements and among the fishermen (which is, I believe, contrary to law), where there is not a herring-hauler at it.

As to substituting a *net* fishery in the spring instead of seine, that undoubtedly would have the effect in view, but all say that there would not be anything like the quantity of bait got to supply the French. The people in general do not appear to think that hauling herring in the *spring* affects the herring fishery a great deal, as they are very plenty *then*. What ruins it is hauling and barring in the spawning season, say from 15th May to last August. All cry out against that, and indeed it

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is high time it should be stopped. It should not be permitted, either for exportation or saulting up ; should not be hauled at all then. Formerly until within the last seven or eight years, small herring bait was plenty after caplin, and the fishermen caught the latter part of their voyage on it, but since the herring seines have been so much used there are none to be seen.

Mr. Holman is very busy this week ; I have not seen him yet, but I have often heard him express the opinion that if herring hauling is not checked Fortune Bay will be ruined. The general opinion is, that what is speedily required is the prevention of hauling or barring herring from about the 15th May to 1st or 10th August, *and a speedy and heavy punishment* to those who offend. *Barring* should not be permitted at *any time*.

There is another thing to which I beg to draw your attention, an evil which is fast getting as great as the above ; that is, hauling caplin for the French in the small bays and coves *close to the settlements* where our fishermen are in the *habit of daily getting their bait*. I hear the fishermen say there will be much violence among them, if those who haul for the French try it again ; I may mention an instance in our neighborhood at a *small settlement* called Deadman's Cove, where the fishermen, for miles around, always get their bait day after day in the season. This year there were no less than fourteen crafts hauling *at one time* ; and the consequence was, that the caplin were all taken or driven out, and the fishermen lost in consequence at least ten or twelve days good fishing. Such is the case near the settlements from St. Lawrence to Fortune Bay and Grand Bank, but on a much larger scale. The fishermen desire that the bait near these settlements be left for the fishermen's use. There are plenty coves between Lamaline and Fortune, where they are at liberty to haul whenever the bait is there, without taking it from the poor fisherman, they say.

I am told (I do not know if it is the case or not,) that the Americans since the Washington Treaty, are allowed to fish or *haul bait* anywhere on our coast, at any time they please. If so—if our people were not allowed to haul for them—they would certainly bring seines with them (or borrow ours), and haul the bait themselves, which would take the labor and money from our people.

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I must apologize for such a long letter ; the subject is important, and I have been drawn into it longer than I intended.

I have the honor to be,

Sir,

Your obedient Servant,

PHILIP HUBERT.

The Honorable
J. J. ROGERSON,
Receiver General.

BURGEO,
August 27, 1875.

The Honorable
The RECEIVER GENERAL.

DEAR SIR,—

Please pardon me for taking the liberty of interfering with your valuable time ; but, knowing that you are a native of this country, and take a great interest in the welfare of the inhabitants of the Island, I cannot refrain from troubling you with a few of my feelings for the benefit of this district. I have spent nineteen years in Burgeo. When I first came there was plenty of winter herring and fish all through the district of Burgeo and Lapoile. Soon the winter herrings began to fail ; and the fish failed as fast as the bait ; and the last eight years we have been compelled to go to Fortune Bay, and buy our bait for our spring fishery. The summer herring are of another sort—small and mixed herring, such as are taken all the year in Fortune Bay,—and they are growing scarce yearly. Now, sir, I wish to inform you what I think is the cause of this scarcity of bait. I have every proof in this district that where spawning herrings come in small quantities to spawn, and are disturbed in spawning time, they will never come to that place to spawn again. This I am certain to be a fact. Every spawning place in this district can prove it. Fortune Bay

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is the great depot, and it will take a longer time to destroy the fishery there. They have got those large seines, and they sweep up all that come in the bay, so that only small quantities are left to spawn. Allow me to make an estimate of the spawning herring destroyed yearly. You are aware that some years there have been forty thousand barrels thrown overboard, besides what they sold to the French and Americans, and salted for the Halifax and Boston markets. This year thirty thousand barrels went to Halifax and Boston, all spawning herring. Suppose one half of these herrings had been left to spawn, think of the millions of barrels that could have been saved!

If this Government does not put a stop to the seines for three months or more in spawning time, the people must be taken from this district or starve for the want of bait.

If the Government will not stop the seines from hauling in spawning time, and forbid taking bait to St. Pierre, let the French and Americans come to their seines and buy their bait, and then what is not required will be let go to spawn, and that will save some forty or fifty thousand barrels.

I sincerely hope you will take this into consideration, and show this to your friends that have the country to heart, and some measure will be taken to protect our herring fishery.

I can send in a petition from the district of Burgeo and Lapoile, with every man's name to it, to stop hauling herring at spawning time, and I think the most of Fortune Bay people are beginning to think it must be stopped.

An answer from you at your earliest convenience will be gladly accepted.

I remain,

Yours very truly,

JOSEPH SMALL.

(For copy of Report see Journal, page 84.)

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