JOURNAL

OF THE

House of Assembly

OF

NEWFOUNDLAND.

Anno Trigesimo Tertio Victoriæ Reginæ.

His Excellency Sir JOHN HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

Third Session of the Twelfth General Assembly.

ST. JOHN'S, NEWFOUNDLAND:
F. W. BOWDEN, PRINTER.
MDCCCLXXVII.

NEWFOUNDLAND.

DRAFT OF LETTERS-PATENT

PASSED UNDER THE GREAT SEAL OF THE UNITED KINGDOM, CONSTITUTING THE OFFICE OF GOVERNOR AND COMMANDER-IN-CHIEF OF THE ISLAND OF NEWFOUNDLAND AND ITS DEPENDENCIES.

[DATED 28TH MARCH, 1876.]

[VICTORIA R.] *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 We did, by certain Letters-patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the sixth day of September, 1869, in the Thirty-third Year of Our Reign, constitute and appoint Our trusty and Well-beloved Colonel STEPHEN JOHN HILL (now Sir STEPHEN JOHN HILL, Knight Commander of our most Distinguished Order of Saint Michael and Saint George), Companion of our Most Honorable Order of the Bath, to be, during our pleasure, Our Governor and Commander-in-Chief in and over Our Island of Newfoundland and its Dependencies. And whereas we are desirous of making effectual and permanent provision for the Office of Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies without making new Letters-patent on each demise of the said Office: Now know ye, that We have revoked and determined and by these presents do revoke and determine, the said recited Letters-patent, and every clause, article, and thing

Preamble.

Cites Governor's Commission 6th September, 1369.

Revocation of Governor's Commission.

therein contained: And further know ye, that We, of Our special grace, certain knowledge, and mere motion, have thought fit to constitute, order and declare, and do by these presents constitute, order, and declare, that there shall be a Governor and Commander-in-Chief (hereinafter called our said Governor) in and over Our Island of Newfoundland, and the Islands adjacent, and all the Coast of Labrador from the entrance of Hudson's Straits to a line to be drawn due North and South, from Anse Sablon on the said Coast to the Fifty-second Degree of North Latitude, and all the Islands adjacent to that part of the said Coast of Labrador, as also of all Forts and Garrisons erected and established, or which shall be erected or established within or on the Islands and Coast aforesaid (which said Islands and Coast together with the Island of Newfoundland, are hereinafter referred to as Our said Colony), and that the person who shall fill the said Office of Governor shall be from time to time, appointed by Commission under Our Sign-Manual and Signet. And We do hereby authorize and command Our said Governor to do and execute in due manner all things that shall belong to his said command, and to the trust We have reposed in him, according to the several Powers and Authorities granted or appointed him by virtue of these present Letters-patent, and of such Commission as may be issued to him under Our Sign-Manual and Signet, and according to such instructions as may from time to time be given to him under Our Sign-Manual and Signet, or by Our Order in Our Privy Council, or by Us through one of Our Principal Secretaries of State, and according to such Laws and Ordinances as are or shall hereafter be in force in Our said Colony.

Office of Governor constituted.

Boundaries defined.

Governor's Powers and Authorities.

II.—And We do hereby declare Our pleasure to be that there shall be an Executive Council for Our said Colony, and that the said Council shall consist of such persons as are now or may at any time be declared by any law enacted by the Legislature of Our said Colony to be Members of Our said Council, and of such other persons as Our said Governor shall, from time to time, in Our name and on Our behalf, but subject to any law as aforesaid, appoint under the Public Seal to be members of our said Council.

Appointment of Executive Council.

III.—And We do hereby declare Our pleasure to be that there shall be within Our said Colony a Legislative Council which shall consist of such members as at or immediately before the publication of these presents were

Legislative Council, Constitution of.

members of Our said Council, and of such and so many other members as shall hereafter be from time to time nominated and appointed by Us under Our Sign-Manual and Signet, or provisionally appointed by Our said Governor until Our pleasure thereon shall be known: Provided, nevertheless, and We do hereby declare Our pleasure to be that the total number of the members of the said Legislative Council for the time being resident within Our said Colony shall not at any time, by such provisional appointments, be raised to a greater number in the whole than fifteen: Provided also that every member of Our said Council shall hold his place therein during Our pleasure, and shall be removable by any instruction or warrant issued by Us under Our Sign-Manual and Signet, and with the advice of Our Privy Council.

Number.

IV.—And We do authorize and empower Our said Governor, with the advice and consent of Our said Executive Council, by writs issued in Our name, to summon and call together the General Assembly of Our said Colony, and also, from time to time, in the lawful and accustomed manner, to prorogue the Legislative Council and the House of Assembly of Our said Colony, and from time to time to dissolve the said House of Assembly.

General Assembly to be summoned.

Prorogation and Dissolution of the Legislature.

V.—And We do further authorize and empower Our said Governor, with the advice and consent of the said Legislative Council and Assembly of Our said Colony, to make laws for the public peace, welfare and good government of Our said Colony.

Governor, Legislative Council and Assembly to make Laws.

VI.—And We do further authorize and empower Our said Governor to keep and use the Public Seal of Our said Colony for sealing all things whatsoever that shall pass the said Public Seal.

Public Seal.

VII.—And We do further authorize and empower Our said Governor, in Our name and on Our behalf, to make and execute, under the said Seal, grants and dispositions of any lands which may be lawfully granted or disposed of by Us within Our said Colony.

Grants of Lands.

VIII.—And We do further authorize and empower Our said Governor to constitute and appoint in Our name and on Our behalf all such Judges, Commissioners, Justices of the Peace, and other necessary Officers and Minis-

Appointment of Judges, and Justices, &c.

ters in Our said Colony as may be lawfully constituted or appointed by Us.

IX.—And We do further authorize and empower Our said Governor, as he shall see occasion, in Our name and on Our behalf, when any crime has been committed within Our said Colony, or for which the offender may be tried therein, to grant a pardon to any accomplice, not being the actual perpetrator of such crime, who shall give such information and evidence as shall lead to the apprehension and conviction of the principal offender; and further, to grant to any offender convicted of any crime in any Court or before any Judge, Justice, or Magistrate, within Our said Colony, a pardon, either free or subject to lawful conditions, or any respite of the execution of the sentence of any such offender, for such period as to Our said Governor may seem fit, and to remit any fines, penalties, or forfeitures, which may become due and payable to Us. Provided always that Our said Governor shall in no case make it a condition of any pardon or remission of sentence that the offender shall be banished from, or shall absent himself from Our said Colony.

Grant of pardons.

Remissions of fines.

Proviso. Banishment from Colony prohibited.

X.—And we do further authorize and empower Our said Governor, so far as we lawfully may, upon sufficient cause to him appearing, to remove from his office, or to suspend from the exercise of the same, any person exercising any such office or place within Our said Colony, under or by virtue of any Commission or Warrant granted, or which may be granted, by Us in Our name, or under Our authority.

Suspension or removal from Office.

XI.—And We do hereby declare Our pleasure to be that, in the event of the death, incapacity, removal, or absence of Our said Governor out of our said Colony, all and every the powers and authorities herein granted to him shall, until Our further pleasure is signified therein, be, and the same are hereby vested in such person as may be appointed by Us under Our Sign-Manual and Signet, to be Our Lieutenant-Governor in Our said Colony, or if there shall be no such Lieutenant-Governor in Our said Colony, then in such person or persons as may be appointed by Us under Our Sign-Manual and Signet to administer the Government of the same; and, in case there shall be no person or persons within Our said Colony so appointed by Us, then in the President for the time being of the Legislative Council of Our said Colony.

Succession to the Government.

XII.—And We do hereby require and command all Our Officers and Ministers, Civil and Military, and all other inhabitants of Our said Colony, to be obedient, aiding, and assisting unto Our said Governor, or, in the event of his death, incapacity, or absence, to such person or persons as may from time to time, under the provisions of these Our Letters-Patent, administer the Government of Our said Colony.

Officers and others to obey and assist the Governor.

XIII.—And We do hereby reserve to Ourselves, Our heirs and successors, full power and authority from time to time to revoke, alter, or amend these Our Letters-Patent as to Us or Them shall seem meet.

Power reserved to Her Majesty to revoke, alter, or amend the present Letters-Patent.

XIV.—And We do further direct and enjoin that these Our Letters-Patent shall be read and proclaimed at such place or places as Our said Governor shall think fit within Our said Colony of Newfoundland.

Publication of Letters-Patent.

In witness whereof We have caused these Our Letters to be made Patent. Witness Ourselves at Westminster, the 28th day of March, in the Thirty-ninth year of Our Reign.

By Warrant under the Queen's Sign-Manual.

C. ROMILLY.

DRAFT OF INSTRUCTIONS.

PASSED UNDER THE ROYAL SIGN-MANUAL AND SIGNET TO THE GOVERNOR AND COMMANDER-IN-CHIEF OF THE ISLAND OF NEWFOUNDLAND AND ITS DEPENDENCIES.

[DATED 28TH MARCH, 1876.]

VICTORIA R.

INSTRUCTIONS to Our Governor and Commander-in-Chief in and over Our Island of Newfoundland and its Dependencies, or, in his absence, to Our Lieutenant-Governor, or the Officer Administering the Government of Our said Island and its Dependencies for the time being.

Dated this 28th day of March, 1876, in the Thirty-ninth year of Our Reign.

Preamble.

Cites Letters-Patent, 28th March, 1876, constituting the office of Governor.

WHEREAS by certain Letters-patent, bearing even date herewith, We have constituted, ordered, and declared that there shall be a Governor and Commander-in-Chief (hereinafter called Our said Governor) in and over Our Island of Newfoundland and its Dependencies (hereinafter called Our said Colony). And We have thereby authorized and commanded our said Governor to do and execute in due manner all things that shall belong to his said command, and to the trust we have reposed in him, according to the several powers and authorities granted or appointed him by virtue of the said Letters-Patent and of the Commission to be issued to him under Our Sign-Manual and Signet, and according to such Instructions as may from time to time be given to him, under Our Sign-Manual and Signet, or by Our Order in Our Privy Council, or by Us, through one of Our Principal Secretaries of State, and according to such Laws and Ordinances as are or shall hereafter be in force in Our said Colony. Now, therefore, We do by these Our Instructions under Our Sign-Manual and Signet, declare Our pleasure to be, that Our said Governor for the time being shall with all due solemnity cause Our Commission under Our Sign-Manual and Signet, appointing Our said Governor for the time being, to be read and published in the presence of the Chief Justice of

Publication of Commission.

Our said Colony for the time being, and of the Members of Our Executive Council thereof; and we do further declare Our pleasure to be that Our said Governor and every other officer appointed to administer the Government of Our said Colony shall take the Oath of Allegiance in the form provided by an Act passed in the Session holden in the thirty-first and thirty-second years of Our Reign, intituled "An Act to amend the Law relating to Promissory Oaths; and likewise that he or they take the usual oath for the due execution of the office and trust of Our Governor and Commander-in-Chief in and over Our said Colony, and for the due and impartial administration of justice, which said oaths the Chief Justice for the time being of Our said Colony, or, in his absence, or in the event of his being otherwise incapacitated, the Senior Judge then present, or, failing such Judge, the Senior Member present of Our said Executive Council, shall and he is hereby required to tender and administer unto him or them.

Oaths to be taken by Governor

Imperial Act, 31 and 32 Vict., cap 72.

II.—And We do authorize and require Our said Governor, from time to time, and at any time hereafter, by himself or by any other person to be authorized by him in that behalf, to administer to all and to every person or persons, as he shall think fit, who shall hold any office or place of trust or profit, the said Oath of Allegiance, together with such other Oath or Oaths as may from time to time be prescribed by any Laws or Statutes in that behalf made and provided.

Oaths to be administered by the Governor.

III.—And We do require Our said Governor to communicate forthwith to Our Executive Council for Our said Colony these Our Instructions, and likewise all such others from time to time as he shall find convenient for Our Service to be imparted to them.

Governor to communicate Instructions to Executive Council.

IV.—And We do hereby direct and enjoin that Our said Executive Council shall not proceed to the despatch of business unless duly summoned by authority of Our said Governor, and unless three Members at the least (exclusive of himself or the Member presiding) be present and assisting throughout the whole of the meetings at which any such business shall be despatched.

Executive Council not to proceed to business unless summoned by authority of Governor.

Quorum.

V.—And We do further direct and enjoin that Our said Governor do attend and preside at the meetings of Our said Executive Council, unless when prevented by some necessary or reasonable cause; and that in his ab-

Governor to preside.

Or appoint a President.

Senior Member to preside during absence of Governor or President.

Precedence of Members.

sence such Member as may be appointed by him in that behalf, or, in the absence of any such Member, the Senior Member of the said Executive Council, actually present, shall preside at all such meetings, the seniority of the Members of the Council being regulated according to the order of their respective appointments as members of Our said Council.

Journals and Minutes of Council to be kept.

Minutes to be sent home half-yearly.

VI.—And We do further direct and enjoin that a full and exact Journal or Minute be kept of all the deliberations, acts, proceedings, votes, and resolutions of Our said Executive Council, and that at each meeting of the said Council the Minutes of the last meeting be read over, confirmed, or amended, as the case may require, before proceeding to the despatch of any other business. And We do further direct that twice in each year a full transcript of all the Minutes of the said Council for the preceding half-year be transmitted to Us through one of our Principal Secretaries of State.

Governor to consult Executive Council.

Proviso. Urgent cases.

VII.—And we do further direct and enjoin, that, in the execution of the powers and authorities committed to Our said Governor by Our said Letters Patent, he shall in all cases consult with Our said Executive Council, excepting only in cases, which may be of such a nature that in his judgment, Our service would sustain material prejudice by consulting Our Council thereupon, or when the matters to be decided shall be too unimportant to require their advice, or too urgent to admit of their advice being given by the time within which it may be necessary for him to act in respect of any such matters. Provided that in all such urgent cases he shall subsequently, and at the earliest practicable period, communicate to the said Executive Council the measures which he may so have adopted, with the reasons thereof.

Governor may act in opposition to the Executive Council.

Reporting grounds for so doing.

VIII.—And We do authorize Our said Governor, in his discretion, and if it shall in any case appear right, to act in the exercise of the power committed to him by Our said Letters-Patent, in opposition to the advice which may in any such case be given to him by the Members of Our said Executive Council. Provided, nevertheless, that in every such case he shall fully report to Us, by the first convenient opportunity such proceeding with the grounds and reasons thereof.

IX.—And whereas We have by our said Letters-

Patent provided that the Legislative Council of Our said Colony shall be constituted in the manner therein appointed: Now We do declare Our pleasure to be that five Members of the said Legislative Council shall be a quorum for the despatch of the business thereof.

Legislative Council.

Quorum.

X.—And We do authorize and empower Our said Governor, from time to time, by an Instrument under the Public Seal of Our said Colony, to appoint one Member of the said Legislative Council to preside therein, and to remove him and appoint another in his stead.

President.

XI.—And We do confirm all Standing Rules and Orders heretofore made by Our authority for ensuring punctuality of attendance of the Members of the said Legislative Council, and for the prevention of meetings of the said Council being held without convenient notice to the several Members thereof, and for maintaining order and method in the despatch of business, and in the conduct of all debates in the said Council; and We do authorize and empower the said Legislative Council to make such other and further Rules and Orders as may to them appear requisite for the above-mentioned purposes, not being repugnant to these Our Instructions, or to any other Instructions which Our said Governor may receive from Us.

Standing Rules and Orders

XII.—And We do further direct and enjoin that Minutes shall be regularly kept of the proceedings of the said Legislative Council, and that at each meeting of the said Council the Minutes of the last preceding meeting be read over, confirmed, or amended, as the case may require, before proceeding to the despatch of any other business. And We do further direct and enjoin that Our said Governor shall transmit fair copies of the Journals and Minutes of the proceedings of the Legislative Bodies of Our said Colony, which he is to require from the Clerks or other proper Officers in that behalf of the said Legislative Bodies.

Minutes of proceedings to be kept.

Copies of Minutes to be transmitted.

XIII.—And whereas we have empowered Our said Governor, by Our said Letters-Patent, to summon and call together the General Assembly of Our said Colony; We do further direct and enjoin that the persons thereupon duly elected to be Members of the said Assembly shall, before their sitting, take the said Oath of Allegiance, which Oath he shall commission fit persons, under the Seal of

Oaths to be administered to Members of Assembly.

Our said Colony, to tender and administer unto them ; and until the same shall be so taken, no person shall be capable of sitting, though elected.

Rules to be observed in the enactment of Law.

XIV.—And in the enactment of Laws within Our said Colony, We do direct and enjoin that Our said Governor observes as far as may be practicable, the following Rules and Instructions, (that is to say :)—

Style of Laws.

XV.—The style of enacting such laws shall be by "The Governor, Lieutenant-Governor, or Officer Administering the Government (as the case may be), Council "and Assembly," and no other.

Different subjects not to be mixed in the same Laws.

No Clause to be introduced foreign to what the title imports.

Temperary Laws.

XVI.—In the passing of all laws, each different matter is to be provided for by a different law, without intermixing in one and the same law such things as have no proper relation to each other, and no clause is to be inserted in or annexed to any Law which shall be foreign to what the title of such Law imports, and no perpetual clause is to be part of any temporary Law.

Description of Bills not to be assented to.

XVII.—Our said Governor is not to assent in Our name to any Bill of any of the classes hereinafter specified, that is to say :—

1. Any Bill for the divorce of persons joined together in Holy Matrimony.

2. Any Bill whereby any grant of Land or money or other donation or gratuity may be made to himself.

3. Any Bill whereby any paper or other currency may be made a legal tender, except the coin of the realm or other gold or silver coin.

4. Any Bill imposing differential duties.

5. Any Bill the provisions of which shall appear inconsistent with obligations imposed upon Us by Treaty.

6. Any Bill interfering with the discipline or control of Our forces in Our said Colony by land and sea.

7. Any Bill of an extraordinary nature and importance, whereby Our prerogative, or the rights and property of Our subjects not residing in Our said Colony, or the trade

and shipping of the United Kingdom and its Dependencies, may be prejudiced.

8. Any Bill containing provisions to which Our assent has been once refused, or which have been disallowed by Us:—

Unless such Bill shall contain a clause suspending the operation of such Bill until the signification in Our said Colony of Our pleasure thereupon, or unless Our said Governor shall have satisfied himself that an urgent necessity exists requiring that such Bill be brought into immediate operation, in which case he is authorized to assent in Our name to each Bill unless the same shall be repugnant to the law of England, or inconsistent with any obligations imposed upon Us by Treaty. But he is to transmit to us, by the earliest opportunity, the Bill so assented to, together with his reasons for assenting thereto.

Proviso. Urgent cases.

XVIII.—And We do further direct and enjoin Our said Governor to transmit to Us, through one of Our Principal Secretaries of State, a transcript in duplicate of every Law which has been assented to by him in Our name, together with a marginal abstract thereof duly authenticated under the Public Seal of Our said Colony, and that such transcript shall be accompanied with such explanatory observations as may be required to exhibit the reasons and occasions for proposing such laws; and that in case any such law shall at any time be disallowed, and so signified by us, Our Heirs and Successors, under Our or their Sign-Manual and Signet, or by Order of Our or their Privy Council unto him, then such law as shall be so disallowed shall from thenceforth cease, determine, and become utterly void and of none effect, anything to the contrary thereof notwithstanding.

Laws to be sent home duly authenticated, and to have marginal abstracts.

Disallowance of Laws.

XIX.—And whereas We have by Our said Letters-Patent authorized and empowered Our said Governor, as he shall see occasion, in Our name and on Our behalf, to grant to any offender convicted of any crime in any Court, or before any Judge, Justice, or Magistrate within Our said Colony, a pardon, either free or subject to lawful conditions: Now We do hereby direct and enjoin Our said Governor to call upon the Judge who presided at the trial of any offender who shall have been condemned to suffer death by the sentence of any Court within Our said Colony to make to Our said Governor a written report of the case

Pardon Power, Regulation of.

Judge's report to be laid before the Executive Council.

of such offender, and such report of the said Judge shall by Our said Governor be taken into consideration at the first meeting thereafter which may be conveniently held of Our said Executive Council, where the said Judge may be specially summoned to attend; and Our said Governor shall not pardon or reprieve any such offender as aforesaid, unless it shall appear to him expedient so to do, upon receiving the advice of Our Executive Council therein, but in all such cases he is to decide either to extend or to withhold a pardon or reprieve, according to his own deliberate judgment, whether the Members of Our said Executive Council concur therein or otherwise; entering, nevertheless, on the Minutes of the said Council a Minute of his reasons at length, in case he should decide any such questions in opposition to the judgment of the majority of the Members thereof.

Governor to take the advice of the Council in such cases.

May exercise his own judgment.

Entering his reasons in the Minutes of Council.

XX.—And We do further direct and enjoin that all Commissions granted by Our said Governor to any person or persons to be Judges, Justices of the Peace or other officers, shall, unless otherwise provided by law, be granted during pleasure only.

XXI.—And whereas Our said Governor will receive through one of Our Principal Secretaries of State a Book of Tables in Blank, commonly called the "Blue Book," to be annually filled up with certain Returns, relative to the Revenue and Expenditure, Militia, Public Works, Legislation, Civil Establishment, Pensions, Population, Schools, Course of Exchange, Imports and Exports, Agricultural Produce, Manufacture, and other matters in the said "Blue Book" more particularly specified with reference to the state and condition of Our said Colony: Now We do hereby direct and enjoin that all such Returns be accurately prepared, and punctually transmitted to Us from year to year through one of Our Principal Secretaries of State.

Blue Book.

XXII.—And whereas great prejudice may happen to Our Service and to the security of Our said Colony by the absence therefrom of Our said Governor, he shall not upon any pretence whatsoever quit Our said Colony without having first obtained leave from Us for so doing under Our Sign-Manual and Signet, or through one of Our Principal Secretaries of State.

Governor's absence.

V. R.

DRAFT OF A COMMISSION

PASSED UNDER THE ROYAL SIGN-MANUAL AND SIGNET, APPOINTING COMMANDER SIR JOHN HAWLEY GLOVER, R. N., G. C. M. G., TO BE GOVERNOR AND COMMANDER-IN-CHIEF OF THE SLAND OF NEWFOUNDLAND AND ITS DEPENDENCIES.

[DATED 29TH MARCH, 1876.]

VICTORIA R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith; To Our Trusty and Well-beloved Commander Sir JOHN HAWLEY GLOVER, *R. N., Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Greeting:*

WE do by this Our Commission under Our Sign-Manual and Signet appoint you, the said Sir JOHN HAWLEY GLOVER, until Our further pleasure shall be signified, to be Our Governor and Commander-in-Chief in and over Our Island of Newfoundland and its Dependencies during Our will and pleasure, with all and singular the powers and authorities granted to the Governor of Our said Colony in Our Letters-Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, constituting the Office of Governor, bearing date at Westminster, the 28th day of March, 1876, in the Thirty-ninth year of Our Reign, which said powers and authorities We do hereby authorise you to exercise and perform, according to such Orders and Instructions as Our said Governor for the time being hath already or may hereafter receive from Us. And for so doing this shall be your Warrant.

Officers, &c., to obey the Governor.

II.—And We hereby command all and singular Our Officers, Ministers, and loving subjects in Our said Island and its Dependencies, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly.

Dated this 29th day of March, 1876, in the Thirty-ninth year of Our Reign.

By Her Majesty's Command,

CARNARVON.

Commission appointing
Commander Sir JOHN HAWLEY GLOVER, R. N., G. C. M. G., to be Governor of NEWFOUNDLAND.

PROCLAMATION.

JOHN HAWLEY GLOVER,
Governor.
[L. S.]

By His Excellency Sir JOHN HAWLEY GLOVER, *Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, 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 Thirteenth day of JULY instant; and Whereas I think fit to *Prorogue* the said *General Assembly*, until WEDNESDAY, the Thirteenth day of SEPTEMBER next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly*, until WEDNESDAY, the Thirteenth day of SEPTEMBER 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 Eleventh day of July, A. D. One Thousand Eight Hundred and Seventy-six.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

PROCLAMATION.

H. W. HOYLES,
Administrator.

By His Honor Sir H. W. HOYLES, *Knight, Administrator of the Government of the Island of Newfoundland and its Dependencies, &c., &c.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS the *General Assembly* of this Island stands *Prorogued* until WEDNESDAY, the Eighth day of NOVEMBER instant: and Whereas I think fit to *Prorogue* the said *General Assembly*, until THURSDAY, the Twenty-first day of DECEMBER next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly*, until THURSDAY, the Twenty-first 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 the Government House, at St. John's in the aforesaid Island, this Seventh day of November, A. D. One Thousand Eight Hundred and Seventy-six.

By His Honor's Command,

E. D. SHEA,
Colonial Secretary.

PROCLAMATION.

JOHN HAWLEY GLOVER,
Governor,
[L. S.]

By His Excellency Sir JOHN HAWLEY GLOVER, *Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, 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 Thirteenth day of SEPTEMBER instant; and Whereas I think fit to *Prorogue* the said *General Assembly*, until WEDNEDSAY, the Eighth day of NOVEMBER next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly*, until WEDNESDAY, the Eighth day of NOVEMBER 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 Fifth day of September, A.D. One Thousand Eight Hundred and Seventy-six.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

PROCLAMATION.

JOHN HAWLEY GLOVER,
Governor,
[L. S.]

By His Excellency Sir JOHN HAWLEY GLOVER, *Knight, Grand Cross of the Most Distinguished Order of St. Michael and St. George, 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 Twenty-first day of DECEMBER instant; and Whereas I think fit to *Prorogue* the said *General Assembly*, until THURSDAY, the First day of FEBRUARY next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly*, until THURSDAY, the First 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 the Government House, at St. John's, in the afroresaid Island, this Nineteenth day of December, A. D. One Thousand Eight Hundred and Seventy-six.

By His Excellency's Command,

E. D. SHEA.
Colonial Secretary.

JOURNAL AND PROCEEDINGS

OF THE

THIRD SESSION

OF THE

Twelfth General Assembly

OF

NEWFOUNDLAND.

THURSDAY, 1st February, 1877.

The General Assembly, having by several Proclamations of His Excellency the Governor, been Prorogued till this day, the Members thereof met in the Assembly Room.

By virtue of a Commission under the Great Seal, addressed to the Honourables Edward Morris and Edward D. Shea, which is as follows :—

JOHN HAWLEY GLOVER,
[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:

KNOW YE THAT WE have constituted and appointed, and by these Presents do constitute and appoint the Honorables EDWARD MORRIS, President of the Legislative Council, and EDWARD D. SHEA, Member of the Executive Council, of the Island of Newfoundland, to be Commissioners, they or either of them, to administer the Oath of Allegiance to ALEXANDER M. MACKAY, Esq., who has been elected to serve in the General Assembly of Our said Island for the District of Burgeo and LaPoile.

Giving to them or either of them, Our said Commissioners, full power and authority to perform the matters hereinbefore mentioned, ratifying and confirming all whatsoever they or either of them shall do and perform in this behalf, and thereof they or either of them are 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 JOHN H. GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Our Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, at St. John's, in the said Island, the Thirty-first day of January, A. D. 1877, and in the Fortieth year of Our Reign.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

The Hon. Edward D. Shea, one of the said Commissioners, came between the hours of One and Two O'Clock, P. M., of the said First day of February, into the Council Chamber, John Stuart, Esq., Clerk of the House of Assembly, attending, when Alexander M. Mackay, Esq., elected Member for the District of Burgeo and LaPoile, took and subscribed the Oath in presence of the said Commissioner.

And Alexander M. Mackay, Esq., 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 the House in the Council Chamber. Accordingly the Members attended His Excellency the Governor in the Council Chamber, when the Hon. JAMES S. CLIFT, Senior Member of Council present, by command of His Excellency the Governor, said—

Gentlemen of the House of Assembly:

I am commanded by His Excellency the Governor to inform you that His Excellency does not think fit to declare the causes for which

he has summóned this General Assembly until there be a Speaker of of this Assembly. It is, therefore, His Excellency's pleasure that you, Gentlemen of the Assembly, do return and proceed to the choice of some proper person as your Speaker, and that you present him for His Excellency's approbation.

And the Members being returned, Mr. Bowring, addressing himself to the Clerk, (who standing up, pointed to him and then sat down), moved, seconded by Mr. McNeily,

That James S. Winter, Esq., Member for the District of Burin, do take the Chair as Speaker of this House;

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

For the Motion—15.	*Against the Motion—13.*
Hon. Attorney General,	Mr. Bennett,
" Solicitor General,	" Parsons,
" Receiver General,	" Little,
The Surveyor General,	" Fenelon,
" Chairman of the Board of Works,	" Tessier,
Mr. Rorke,	" Dearin,
" McNeily,	" Kent,
" Ayre,	" Nowlan,
" Bowring,	" Raftus,
" Godden,	" Scott,
" Watson,	" Collins,
" Rabbits,	" Conroy,
" Alexander,	" Dwyer.
" Kelligrew,	
" Mackay.	

So it passed in the affirmative, and—

Ordered,—Accordingly.

Mr. Winter was then conducted to and placed in the Chair, by the Hon. Solicitor General, when, standing on the step, he addressed the House, as follows:

I thank you, Gentlemen, for the honor which you have conferred upon me by electing me to the Office of Speaker. I am greatly sensi-

ble both of the honor and the responsibility attaching to that position. In endeavouring to discharge the duties of that Office with impartiality and to maintain order and the Rules of the House, I trust I shall be assisted by your cordial coöperation.

The Hon. ATTORNEY GENERAL informed the House that His Excellency the Governor would receive the Members of the House and the Speaker elect in the Council Chamber, to-morrow, at Two o'clock.

Ordered,—That the House do adjourn till to-morrow at Two o'clock.

Then the House adjourned till to-morrow at Two of the Clock.

FRIDAY, 2nd February, 1877.

In accordance with the communication made to the House yesterday, Mr. SPEAKER and the House went up to the Council Chamber at Two o'clock this day, when Mr. SPEAKER elect, was presented to His Excellency the Governor by the Hon. ATTORNEY GENERAL, who addressed His Excellency as follows :—

The House of Assembly, agreeably to your Excellency's command, proceeded to the choice of a Speaker, and have elected JAMES S. WINTER, Esq., Member for the District of Burin, and by their direction I beg to present him for your Excellency's approbation.

Whereupon,—The Hon. JAMES S. CLIFT, Senior Member of the Council present, said—

JAMES S. WINTER, Esquire—

I am commanded by His Excellency the Governor, to inform you that His Excellency approves of the choice which the House of Assembly have made of you to be their Speaker.

Mr. SPEAKER then addressed His Excellency as follows :—

Your Excellency having been pleased to approve of my appointment as Speaker, it now becomes my duty as such, in the name of Her Majesty's Loyal Subjects, the people of Newfoundland, humbly to demand that they may have freedom of speech in the debates; and that whenever Her Majesty's Service and the interests of the Colony may require it, I, as their Speaker, may have free access to Your Excellency's person. For myself, I trust that the choice which the House of Assembly have made of me to be their Speaker will lead Your Excellency to put the most favourable construction upon my conduct in discharging the duties of this important office.

Whereupon,—The Hon. JAMES S. CLIFT, Senior Member of the Council present, said—

Mr. SPEAKER,—

I am directed by His Excellency to assure you that he will extend to you and the House of Assembly the amplest and fullest previleges that have been accorded to your predecessors.

The House being returned to the Assembly Room and Mr. SPEAKER having taken the Chair, he reported that, when in attendance on His Excellency the Governor, His Excellency had been pleased to make a Speech to both branches of the Legislature of which, Mr. SPEAKER said, for the sake of accuracy, he had obtained a copy, and which he read to the House, as follows :—

Mr. President and Honourable Gentlemen of the Legislative Council:

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

It affords me great pleasure to meet the assembled Legislature of the Colony for the first time since my assumption of the Government.

In reviewing the industrial operations of this Island for the past year, it is satisfactory to find that they have been on the whole attended with remunerative results.

The Seal Fishery was one of average productiveness. This enterprise is now almost wholly confined to our steamer fleet, and though it appears desirable that sailing vessels should engage in it to a larger extent, the probability seems at present to be against a return to the former mode of prosecution by this description of craft.

The yield of our Shore Cod Fishery was much below that of any recent year. This unfortunate issue was in an appreciable measure compensated by a prosperous fishery at Labrador, where many residents of Northern localities repaired in time to participate in the good fortune. The best success was reaped on the Northern Labrador fishing grounds, and by the floating crews; facts which appear to indicate the advantage to be gained by Labrador men from directing their course further Northward than has hitherto been the practice, and from an increase in the number of vessels capable of cruising over that extensive line of coast. But the favorable result of the general fishery was in a large degree due to unprecedentedly high prices obtained by producers, and to the moderate rates at which all necessary outfits were provided.

The Salmon Fishery—that of Labrador especially—proved abundant; and the catch of Herring, though deficient, was of more than ordinary value. This, there can be no donbt, was partially referable to the improvement in cure produced by the operation of the Inspection Law.

Considerable destruction of Labrador shipping and other property was occasioned by the gales of September, necessitating an unusual expenditure by the Government in aid of destitute sufferers. But we have thankfully to acknowledge that these disasters were attended only in two or three instances with loss of life.

I have caused to be printed, for your information, a letter of Professor Hind, of Nova Scotia, who visited Labrador last summer, and who has embodied in this communication certain scientific opinions respecting the fisheries on the Northern part of that coast. My Government have considered the Professor's views of sufficient importance to warrant them in engaging his services for the prosecution of further enquiries in this direction in the course of the ensuing season.

Although the Act which has in view the Restoration of the Bank Fishery was passed only in your last Session, you will be gratified to learn that some progress has already been effected by this wise effort, and with promise of enlarged enterprise in the present and future years.

The bounty granted for the Encouragement of Native Shipbuilding continues to realise your expectations. During the year a sum of $11,130 has been disbursed for this object, and the vessels built are generally of a larger class than that to which we have hitherto been accustomed; thus gradually superseding the use of small boats which in their inefficiency for fishery purposes have caused so deplorable a waste of the time and labour of our toilers of the sea.

The effects produced by judicious legislative aid in other directions as well as those to which I have specially referred, are of so beneficial a character that you will do well to consider whether the same policy might be applied to widen still more the area of home industries, yielding employment which would be the means of respectable livelihood to numbers of our population—the female portion especially—who may otherwise at certain times be reduced to indigence and become burthens on the public funds.

The labours of the Agriculturist have been rewarded with more than average success, most of the crops having been abundant and healthful. The inducement thus offered for more extended cultivation ought not to be without practical good effect.

Mining enterprise still advances with rapid strides, the issue of licenses and grants continuing in increased activity. The proceeds of operations going forward in Notre Dame Bay must be fully commensurate with the estimate formed of our mineral lands by those energetic capitalists who have invested so largely in this pursuit. I am quite of opinion that the productions of copper and other ores will very soon take rank as a staple resource of this colony.

In June last Mr. Ford, Imperial Agent under the Washington Treaty, visited St. John's to ascertain the claim to be preferred by Newfoundland for those fishery privileges ceded to the United States. My advisers accordingly prepared and forwarded to H. M. Government a full statement of our case in connection with this question. The Commissioners for Great Britain and America not having yet met to adjust the respective claims, this important matter remains in abeyance.

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

I am glad to inform you that the general Revenue of last year exceeded the estimated amount. The accounts for 1876 and the estimates for the current year will be placed in your hands as speedily as practicable; and I feel satisfied you will make adequate provision for the requirements of the public service.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

On the subject of British and French fishery privileges on our coast, negotiations have been continued to accomplish an amicable

settlement, and no endeavour has been spared by my Government to hasten a conclusion so long and so anxiously desired. Her Majesty's Government have been actively engaged in considering the question of placing Magistrates on those parts of the shore where the French exercise rights of fishery; and I am now happy to announce to you that arrangements will be made for early appointments.

Our Coastal Mail contracts will expire next May. The capacity and power of the Steamers now employed have not proved equal to the demands of the public, while it must be fully owned that the contractors have made the utmost of the means at their command to perform the service with efficiency and general satisfaction.

A new and more expensive contract has been entered into for providing Steamers of greater dimensions and speed, which boats will make their first trips in the coming spring. A contract has also been perfected for placing a new and superior Steamer on Conception Bay about the month of May next.

The former arrangement for monthly transmission of Mails by land between St. John's and the Northern Outports during winter, has been replaced by one giving fortnightly conveyance, and a tri-weekly winter land Mail Service with Conception Bay has also been carried into operation.

The extension of our telegraph system to our more Northerly ports is a matter to which I would invite your best attention. It has acquired new and peculiar importance in view of the continuous development of Mineral wealth in these portions of the Island, and the exigencies which such a condition of things obviously implies.

I would also urge upon you the necessity of extending communications by the completion of our main roads, those primarily which would lead through the valuable timber lands of the country, and where you may propose that new lines of telegraphs shall be constructed.

A first class Light House was completed and put into operation at Twillingate, autumn last, and one of equal efficiency has been erected on Cape St. Francis, where the Light was exhibited within the last few weeks. A Fog Alarm will be placed on the latter locality in the ensuing season. Other useful and necessary public works have been carried to completion during the year.

I availed myself of the use of *H. M. Eclipse*, in September last, to make a tour to the North and West, to acquire such information of

the country and people as personal observation and enquiry might place within my reach; and I was enabled to include within this cruise two of the principal Western settlements where the French exercise fishery privileges. I was everywhere met with demonstrations of respect and loyalty, worthy the sons of British soil, and for which I am deeply grateful. The impressions I have received of the capabilities of Newfoundland, maritime, mineral and agricultural are of a nature which bids me look forward with confidence to a future of increasing prosperity. The country undoubtedly possesses great resources, needing only enlarged enterprise and industry to realise the full worth of these rich gifts of nature. I have been highly gratified to mark the good order and the law-abiding characteristics of the inhabitants wherever I have visited; while in many settlements these traits must necessarily be the effect of an instinctive sense of right, rather than of any means of legal restraint. I would gladly see a more ample diffusion of the blessings of education and of the spirit of independent self-reliance amongst a people ripe for those civilizing and progressive influences.

I now leave you to your deliberations, trusting that the Almighty Ruler may direct you to the adoption of measures promotive of those interests confided to your care and protection.

On motion of Mr. MACKAY, seconded by Mr. MCNEILY—

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

Ordered,—That Mr. Mackay, Mr. McNeily, Mr. Scott, Mr. Dwyer, and Mr. Godden, do form the Committee.

Mr. MACKAY gave notice that, on to-morrow, he will move the suspension of the Rules of the House in reference to the Address of Thanks in reply to the Speech of His Excellency the Governor and that this notice stand first on the Order of the Day.

Mr. LITTLE gave notice that, on to-morrow, he will ask the Hon. the Premier to place on the Table of the House all Correspondence between the Government and the Imperial Authorities, since the last Session of this House on the subject of French Rights on the Coast of of this Island.

Ordered,—That the House do adjourn till Tuesday next.

Then the House adjourned till Tuesday next at half-past Two of the Clock.

TUESDAY, 6th February, 1877.

Mr. MACKAY, from the Select Committee 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 Rules of the House be suspended in reference to the said Address.

Ordered,—That the Address be read a second time this day.

And the Address was read a second time accordingly.

Ordered,—That the said Address be committed to a Committee of Whole House to-morrow.

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from James Rolls and others, of Joe Batt's Arm, which was received and read, praying for a grant to open a road from Fogo towards the River Head of Shoal Bay.

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

Mr. MACKAY gave notice that he will, on to-morrow, move that a Committee be appointed on Printing and Reporting.

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

The Hon. ATTORNEY GENERAL gave notice that on to-morrow he will ask leave to introduce the following Bills :—

A Bill to regulate the Holding of Elections.

A Bill to regulate the Law relating to the Customs.

A Bill to make further provision for the maintenance of Cape Race Steam Fog Whistle.

A Bill to amend the Criminal Law.

Mr. LITTLE gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Central District Court Act.

Mr. DEARIN gave notice that he will, on to-morrow, ask the Hon. the Premier if any action has been taken by the Government respecting the Survey of the Conception Bay Railroad.

Mr. MCNEILY gave notice that, on to-morrow, he will ask leave to bring in a Bill, with reference to Insurance Companies carrying on business in this Colony.

Mr. CONROY gave notice that he will, on to-morrow, ask leave to introduce a Bill for providing for the trial of Controverted Elections;

Also, that he will, on to-morrow, ask leave to introduce a Bill to amend the Criminal Law.

Mr. SCOTT gave notice that he will, on to-morrow, ask leave to introduce a Bill for the regulation of Trade and the granting of Licences in certain cases.

Mr. MCNEILY, as Chairman of the Select Committee on Contingencies of the Assembly, appointed last Session, presented the following Report which he handed in at the Clerk's Table, where it was read:

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
January 26th, 1877.

The Select Committee upon the Contingencies of the House of Assembly, appointed by your Honorable House during the last Session of the Legislature, beg to report that in accordance with the powers vested in them by resolution of the House, they have during the recess exercised their supervision and control over the property of the Legislature. Except as to direct expenditure through the Treasury over and above certain estimates, the amount of which could not be exactly anticipated, no expense has been incurred upon account of your Honorable House, without the express sanction and approval of your Committee. At the conclusion of last Session an inventory was taken by the Clerk-Assistant and by the Sergeant-at-Arms, showing, in detail, the property under their respective custodies. This property your Committee now find to be perfect in its complement and in good condition.

The amount of expenditure sanctioned by your Committee since the close of last Session, has been the sum of $147.48, the principal portion of which has been incurred on account of funerals of a member and an officer of the Legislature. The residue has been expended upon advertising necessary for carrying out the Resolution of the House and the usual necessary outlay upon the building and furniture preparatory to the opening of a new Session.

ALEX. J. W. McNEILY,
Chairman.

J. J. DEARIN,
JOHN H. WARREN,
JAMES G. CONROY,
JOHN RORKE.

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

Then the House adjourned till to-morrow, at Four of the Clock.

WEDNESDAY, 7th February, 1877.

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

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. Speaker resumed the Chair.

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

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

On motion of Mr. MACKAY, seconded by Mr. WATSON,—

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

Ordered,—That Mr. Mackay, Mr. Kent, Mr. Nowlan, Mr. Watson, and the Speaker, 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, the Surveyor General, Mr. Rorke, Mr. Conroy, Mr. Dearin and the Speaker, do form the Committee.

Mr. MCNEILY, pursuant to notice and leave granted, presented a Bill in reference to certain Insurance Companies carrying on business in this Island, which was read a first time.

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

Mr. LITTLE gave notice that, on to-morrow, he will ask the Hon. the Premier to place on the Table of the House a copy of the Contract entered into by the Government with the new Contractors for the performance of the future local Northern and Western Mail Service referred to in his Excellency's Speech.

Mr. LITTLE gave notice that, on to-morrow, he will ask the Hon. the Premier if it is the intention of the Government to have fortnightly trips in the months of March and April next, by the Steamers carrying the Mails between this port and Halifax.

Then the House adjourned until to-morrow, at Four of the Clock.

THURSDAY, 8th February, 1877.

Pursuant to the Order of the Day, the House resolved itself into a 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.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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 further consideration thereof.

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

Then the House adjourned until to-morrow, at Four of the Clock.

FRIDAY, 9th February, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

The HON. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a Bill to further amend the Criminal Law, which was read a first time.

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

Then the House adjourned until Monday next, at Four of the Clock.

MONDAY, 12th February, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

Ordered,—That the House, at its rising, adjourn till half-past three o'clock each day.

Then the House adjourned until to-morrow at half-past Three of the Clock.

TUESDAY, 13th February, 1877.

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

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 further consideration thereof.

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

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

Then the House adjourned until Thursday next, at half-past Three of the Clock.

THURSDAY, 15th February, 1877.

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

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. Speaker resumed the Chair.

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

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

Then the House adjourned until to-morrow, at half-past Three of the Clock.

FRIDAY, 16th February, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to the Address to them referred, without amendment, which they had directed him to report to the House; and he handed the Address in at the Clerk's Table, where it was read, as follows:—

To His Excellency Sir JOHN HAWLEY GLOVER, *Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

We, the Commons House of Assembly of Newfoundland, in Legislative Session convened, in tendering to your Excellency our thanks

for the gracious Speech with which you have been pleased to open the present Session of the Legislature, desire to record the satisfaction and pleasure which we feel in, now for the first time, conferring with your Excellency upon the public interests of the colony, the Government of which you have so recently assumed.

It is gratifying to us, as it is to your Excellency, to know that a general success has rewarded the industrial enterprise of the people of this Island during the past year.

We regard with satisfaction the fact that the seal fishery for the past season has been fairly remunerative in its issue. The employment of steam power in the prosecution of this enterprise has brought about an entirely new system of affairs; and whilst we agree with your Excellency that the more extended employment of sailing vessels would be expedient, if practicable, we cannot anticipate the probability of our reverting to the former state of things.

It is satisfactory to consider that the successful result of the Labrador cod fishery, induced, no doubt, by the causes to which your Excellency adverts, together with the enhanced prices obtained in foreign markets for our great staple product, have to a large extent compensated for the defective yield of the shore fishery.

We hail with pleasure the fact that the operation of the law for the Inspection of Pickled Fish has brought about an improvement in the cure of the herring and salmon in this colony; and that, in the case of our herring, the relative deficiency of the supply has been to a great extent countervailed by the superior quality and increased value of the article exported.

In a maritime community such as ours, we cannot but anticipate occasional disasters of the sea; and whilst we regret the loss of property which attended the storms of September last, and the necessity for Executive expenditure for the relief of the sufferers, we join in your Excellency's thankful acknowledgment of the fact that the loss of property was in but few instances accompanied with loss of life.

We thank your Excellency for having brought before us the letter of Professor Hind, in reference to the fisheries on the northern coast of Labrador. In the action of your Excellency's advisers in reference to this gentleman, we recognise their desire to promote the interest of our most important industry by scientific enquiry and research.

We are pleased to learn that the Act for the Encouragement of the Bank Fishery has been successful in its object; and we anticipate with gratification an extension of enterprise in this direction.

It cannot but be a source of satisfaction to us that the Shipbuilding industry is progressing among us, assisted as it has been by legislative encouragement, and we do not doubt but that the construction and employment of a larger description of vessels will be accompanied by economic results of a beneficial character.

The encouragement of other industries by which those of our operative class, now in a condition of enforced idleness, may receive remunerative employment, is a subject of such importance as to call for our most careful consideration.

We regard the success that has attended agricultural enterprise in this colony as but an earnest of the improvement in the condition of our people, which a more extended cultivation of our large tracts of fertile land would inevitably bring about.

We concur with your Excellency in your estimate of the importance and extent of our mining enterprise, and we fully endorse your opinion that the produce of our mines will soon assume a prominent position among the staple resources of our country.

We learn with satisfaction that Her Majesty's Government has interested itself to ascertain the claim of this Colony under the Washington Treaty in respect of compensation for fishery privileges accorded to the United States; and that a statement of our case has been prepared by your Excellency's advisers and forwarded to the Imperial authorities. We trust that a matter of so much interest to the people of this Island may receive at the hands of the Commissioners a speedy and satisfactory settlement.

It is a subject of congratulation that the Revenue of the past year is in excess of the estimate. We thank your Excellency for the assurance that the customary accounts and estimates shall be laid before us; and it shall be our care to make due provision for the reasonable requirements of the public service.

On a matter of such vital importance to the inhabitants of this Island as is the question of Fishery privileges enjoyed by the French, we are assured of the earnest desire and active endeavors of your

Excellency's advisers to secure a satisfactory settlement of a difficulty which has for so many years impended. We rejoice to learn that arrangements have been made for the early appointment of magistrates on those portions of the coast where those privileges of fishery are now exercised by the French.

It is gratifying to consider that the exigencies of an increasing traffic demanded a more efficient system of Coastal Steam Communication than that provided by the present contracts, and that under these contracts the contractors have done their utmost towards the effective and satisfactory performance of the service. The initiation of new contracts, carrying with them increased facilities of communication and increased accommodation to the public, will be hailed by our people with universal satisfaction.

The substitution of a bi-monthly transmission of mails to the northern districts in lieu of the former arrangements, and the more frequent communication with Conception Bay, will be fully appreciated by all who are interested in these important portions of the Island.

We shall take into our earnest consideration the extension of our telegraphic system to the more northern districts, the expediency of which, having regard to the increased development of mineral wealth in these localities, and also to the exigencies of increasing trade and industries, cannot be overlooked.

Your Excellency's suggestion as to the extension and completion of our main roads, especially those leading through localities rich in lumber resources, shall form the subject of our deliberations, and shall receive that attention which its wisdom and importance alike merit.

The addition to our light-house system of two new lights will prove an inestimable boon to the maritime community; and the other public works, past and prospective, to which your Excellency refers, will doubtless be regarded as valuable accessions by all of those whom it is our privilege to represent.

We recognise with cordial expressions of self-gratification, the strong and active interest which your Excellency, since your incumbency of office, has evinced in the affairs of our Island, and the zeal and energy which you have manifested, no doubt with great personal sacrifice, in proceeding to the remoter portions of the Colony, for the purpose of obtaining that information which personal observation

could alone supply. We rejoice to find that the loyalty of our people and their demonstrations of respect to your Excellency, alike in your personal and representative character, have left upon your Excellency's mind so favorable an impression. Concurring with your Excellency in your estimate of the capabilities of the country, we join with you in the anticipation of its future and increased prosperity—a prosperity which is to be obtained by new and extended enterprise and labour. Your observations upon the orderly and law-abiding character of our people, even in localities where the means of enforcing law are absent, must necessarily be a gratifying commendation to those who form the subject of your approbation. We share your Excellency's sentiments as to the invaluable blessings which a large diffusion of educational advantages and the consequent spirit of self-reliance would confer upon our people.

We unite with your Excellency in the hope that the Great Ruler of events may guide our deliberations to such ends as may best promote the interests which have been entrusted to our charge.

On motion that the Report be adopted,

Mr. Little moved in amendment, seconded by Mr. Bennett,

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

Whilst we unite with your Excellency in expressing our gratification at the remunerative results of the industrial operations of a great portion of our population, we must regret the unfortunate condition to which our fishermen are reduced by the almost total failure of the hook-and-line fishery, from Cape Bonavista to Cape Ray.

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

For the Amendment—11.	*Against the Amendment—14.*
Mr. Bennett,	Hon. Attorney General,
" Little,	" Solicitor General,
" Fenelon,	" Receiver General,
" Dearin,	The Surveyor General,
" Kent,	" Chairman Board of Works,
" Nowlan,	Mr. Rorke,
" Raftus,	" McNeily,
" Scott,	" Ayre,
" Collins,	" Godden,
" Conroy,	" Watson,
" Dwyer.	" Alexander,
	" Rabbits,
	" Kelligrew,
	" Mackay.

So it passed in the negative.

And the question being again put on the original motion,

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

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

We thank your Excellency for having brought before us the letter of Professor Hind, in reference to the fisheries on the Northern Coast of Labrador, and will be prepared to unite with your Excellency's advisers in carefully considering the services which may be rendered by that gentleman to promote the interests of our most important industry by scientific enquiry and research.

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 clause be added at the end of the 15th paragraph:

Whilst we rejoice to learn that arrangements have been made for the early appointment of Magistrates on those portions of the coast where fishery privileges are now exercised by the French, we trust your Excellency's Government is also in a position to exercise rights of collecting Customs' Duties or Revenue on the coast, and to extend to our people there resident, the blessings of that constitution enjoyed by those whom we have the honor of representing in this Legislature.

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. CONROY,

That the following be substituted for the eighteenth paragraph:

And shall also give our best attention to the existing obligations of the Anglo-American Telegraph Company and to the duty which they owe to this country, to keep up and maintain a line of Telegraph from St. John's to Cape Race.

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. NOWLAN,

That the following be substituted as the twenty-second paragraph:

We should have been highly pleased if your Excellency had deemed it advisable to make any suggestions in your Speech in reference to the proposed line of Railroad from St. John's to Carbonear. In view of the fact that nearly thirty miles of the country through which the said line should run, has been surveyed by the Railway party engaged by the Government in 1875, we regret that your Excellency's Executive did not recommend the carrying out of the request of the House of Assembly, as contained in its Address to your Excellency on the subject of a Railway to Carbonear, passed on the 25th April, 1876, and thus turn the labors of the Railway Survey to some account.

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

For the Amendment—11.	*Against the Amendment—14.*
Mr. Bennett,	Hon. Attorney General,
" Little,	" Solicitor General,
" Fenelon,	" Receiver General,
" Dearin,	The Surveyor General,
" Kent,	" Chairman Board of Works,
" Nowlon,	Mr. Rorke,
" Raftus,	" McNeily,
" Scott,	" Ayre,
" Collins,	" Godden,
" Conroy,	" Watson,
" Dwyer,	" Alexander,
	" Rabbits,
	" Kelligrew,
	" Mackay.

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, on Monday next, at Twelve o'clock.

Mr. SCOTT gave notice that, on to-morrow, he will ask the Hon. the Receiver General to lay on the Table of the House, a detailed statement shewing the manner of the expenditure of the sum of $69,230.96 on account of the Sewerage of the town of St. John's.

Also, for a copy of the Report of the Cashier of the Savings' Bank, for the year 1876.

Also, that, on to-morrow, he will ask the Hon. the Premier to lay on the Table of the House, the Report of the Water Company for the year 1876; also a detailed statement shewing the cost of the appraisement of said year.

Also, that, on to-morrow, he will ask the Chairman of the Board of Works to lay on the Table of the House, detailed statements of the expenditure for the year 1876, for the following Institutions, namely: Poor Asylum, Lunatic Asylum, Hospital, Court Houses and Gaols.

Also, for a detailed statement of the Road expenditure for St. John's West, for the year 1876.

Mr. LITTLE 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 statement of our case in connection with question of compensation for fishery privileges accorded to the United States, under the Treaty of Washington.

Ordered,—That the House, at its rising, do adjourn until Monday next, at a quarter to twelve o'clock.

Then the House adjourned until Monday next, at a quarter to Twelve of the Clock.

MONDAY, 19th February, 1877.

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 the opening of 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 Honorable House of Assembly:

I thank you sincerely for your loyal Address, and for the courteous terms of approval you are pleased to apply to my public conduct since I assumed the position of Governor of this Colony.

Your concurrence in the propositions offered for the consideration of the Legislature in my Speech at the opening of the Session, is to me a source of pleasure and an earnest of accord in our future proceedings.

I can well appreciate the satisfaction with which you have learned of the early appointment of Magistrates on those parts of the coast where the French have certain fishery privileges under existing Treaties, and where, I confidently trust, our own inhabitants may soon realize those reciprocal benefits and obligations which are the growth of British Institutions and are common to Her Majesty's subjects in all other parts of the Island.

I am particularly glad to hear your opinion as to the expediency of extending our telegraph system, with regard to which measure, as to all others so manifestly promotive of the interests of Newfoundland, you may always feel assured of my cordial sympathy and co-operation.

GOVERNMENT HOUSE,
19th February, 1877.

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

Then the House adjourned until Wednesday next, at half-past Three of the Clock.

WEDNESDAY, 21st February, 1877.

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

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
February 21st, 1877.

The Select Committee on Printing and Reporting of the Assembly, beg to report the following Resolutions adopted by the Committee, which the respectfully submit for the consideration of the House.

Resolved,—That the Printing of the Journals of the Assembly be done by the Proprietor of the *Public Ledger*.

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. Robert Winton be employed as Supervisor of the Reporting and Publishing of the Debates.

That in view of the experience already acquired by the Reporters, and the assistance afforded them by the Officials of the House, the Committee are of opinion that by the exercise of proper care and attention to their duties, on the part of the Reporters, the labor of Supervising the Reporting and Publishing the Debates, ought not to be of an onerous character, and that a sum of $250 would be an adequate compensation for the Superintendent.

That Mr. Barron be employed to assist the Reporters, by furnishing required particulars with regard to petitions, notices of motion and

copies of all Resolutions, Addresses, Correspondence or other Documents required to be published in full.

All of which is respectfully submitted,

A. M. MACKAY,
J. S. WINTER,
JAMES H. WATSON.

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

Report of Superintendent of Light Houses, for 1876.

Return of Paupers in Poor Asylum, for 1876.

Board of Works Account, viz :

Expenditure on account of Roads, St. John's East, for 1876.

Expenditure on account of Roads, St. John's West, for 1876.

Special Grant for Public Works, for 1876.

Expenditure Public Institutions, for 1876.

Expenditure on account of Light Houses, for 1876.

(For which see Appendix.)

Ordered,—That the said Documents do lie on the Table.

The Hon. ATTORNEY GENERAL, pursuant to notice, and leave granted, presented a Bill respecting the Election of Members of the General Assembly, 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 leave granted, presented a Bill to make further provision for the maintenance of Cape Race Light House and Fog Whistle, which was read a first time.

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

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

A Bill respecting Foreign Life and Marine Insurance Companies carrying on business in this Island.

A Bill further to amend the Criminal Law.

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

Mr. CONROY, pursuant to notice, and leave granted, presented a Bill to provide for the trial of Controverted Elections, which was read a first time.

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

The SURVEYOR GENERAL gave notice that he will, on to-morrow, move for a Select Committee to enquire into the routes most advisable for the opening up and constructing main lines of Roads, with a recommendation as to the mode of providing means for their completion.

Mr. MCNEILY gave notice that, he will on to-morrow, move for the appointment of a Select Committee of this House, to consider the Bill entitled " An Act respecting Foreign Life and Marine Insurance Companies, carrying on business in this Island.

Mr. DEARIN gave notice that, on to-morrow, he will ask the Hon. the Premier to lay on the Table of the House, the Report of the District Surgeons for the Central District, for the years 1875 and 1876, inclusive; shewing the number of patients visited, with names and place of residence; disease each patient labored under; the number of visits made to each patient; the amount of mortality, &c.

The SURVEYOR GENERAL gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of John Hoskins, of Greenspond, Ferryman, praying for an increase of salary.

Mr. MACKAY gave notice that, on to-morrow, he will move the appointment of a Select Committee of this House, to consider the mat-

ters contained in petition of the Rev. John Cunningham and others, on the subject of the seining of Herring, and to report to this House thereon.

Mr. Scott gave notice that, on to-morrow, he will ask the Hon. the Premier to lay on the Table of the House, a Copy of all evidence taken on the Magisterial enquiry into the death of the Miners at Betts' Cove last Fall, by the falling of a portion of the Mine at that place; also, the report of the Magistrate who conducted that enquiry.

Mr. Alexander gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of the inhabitants of Bellorem, upon the subject of a breakwater at that place.

Mr. Dearin gave notice that, on to-morrow, he will ask the hon. the Premier, if it is the intention of the St. John's Water Company to lower their rate of assessment upon the rate-payers, as by the late valuation, the value of property has been very much raised.

Also, that, on to-morrow, he will ask the hon. Premier to lay on the Table of the House, a return shewing the names of all person sentenced by the Magistrates of the Central District to be whipped; the offence for which such punishment was inflicted, and the number of stripes given in each case; also, the name of the convicting Magistrate or Magistrates, for 1876, and up to 1st February, 1877.

Mr. Conroy gave notice that, on to-morrow, he will ask the hon. the Premier, to lay on the Table of the House, the Despatch No. 92, from Earl Carnarvon.

Also, that, on to-morrow, he will ask the hon. the Premier, why a lacuna in the Copy of Earl Carnarvon's Despatch, No. 92, as published in the *Royal Gazette*, has been represented by asterisks, and what explanation the Government has to give of the suppression of any part of the Despatch.

Mr. Kent gave notice that, on to-morrow, he will ask the hon. and learned Premier, whether any Correspondence has passed between the Government, or any Departmental Officer thereof, and any persons resident in the Colony or elsewhere, with respect to the allocation of or right to share in the amount voted by the Legislature for Encouragement of Home Industries since that vote was first given, and to lay such Correspondence on the Table of the House; also, whether any rules and regulations for the allocation or granting of such monies has

been adopted by the Government, and, if so, to lay the same on the Table of the House.

Also, that, on to-morrow, he will ask the hon. and learned Premier to lay on the Table of the House, Copies of Quarterly Reports for the year 1875 and 1876, of the Inspector of Police, respecting the lighting of the Gas Lamps in the streets of St. John's, and whether the gas supplied to the said lamps, has at any time during the said years, been tested as to its illuminating power; also, if there is any contract with the Gas Company for supplying the said lamps, and if so, to lay a Copy of such contract on the Table of the House.

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

By Mr. Dearin, from Philip Grouchy and others, of Pouch Cove, and thirteen petitions from settlements in St. John's East.

By Mr. Parsons, from Joseph Burke, of Flat Rock, and four petitions from settlements in St. John's East.

By Mr. Kent, from James King and others, of Bauline, and six petitions from settlements in St. John's East.

By Mr. Scott, from Solomon Squires and others, of Broad Cove, and from Laurence Kielley and others of Petty Harbor.

By Mr. Little, from G. M. B. Carter and others, of Fox Trap, South Shore, Conception Bay.

By the Hon. Solicitor General, from Pierce Currie and others, inhabitants of Smith's Sound, Trinity Bay, and ten petitions from various settlements in the District of Trinity.

By Mr. Watson, from Charles Andrews and others, of Scilly Cove, Trinity Bay, and five petitions from other settlements in the District.

By the Hon. Receiver General, from John Perry and others, of Western Bay, and from Michael Kennedy, Western Bay.

By Mr. Collins, from Philip Power and others, of Oderin, and from the Rev. M. P. Morris and others, of Oderin; also, from Philip Power and Richard McGrath, of same settlement.

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

The following petitions were severally presented, received and read :

By Mr. ALEXANDER, from Wm. Cluett and others of Bellorem, praying for the construction of a breakwater there.

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

By the SURVEYOR GENERAL, from John Hoskins, Ferryman between Greenspond and Shhip Island, praying for increase of salary.

Ordered,—That the said petition do lie on the Table.

By Mr. MACKAY, from John Cunningham and others, of Burgeo on the subject of the Herring Fishery and Steam Baitskiffs; from the inhabitants of Petites and Seal Island, for a bridge; from John Cunningham and others, of Burgeo, for the erection of a Beacon on Flat Island, and from the inhabitants of Burgeo, praying for the construction of a Canal there.

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

Then the House adjourned until to-morrow, at half-past Three o the Clock.

THURSDAY, 22nd February, 1877.

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

By Mr. WATSON, from Alfred Parrott and others, inhabitants of Scilly Cove, Trinity Bay; also from Richard Thorne of Colliers Bay Cove, and six petitions from settlements in Trinity Bay.

By Mr. COLLINS, from Thomas O'Rielly and others, inhabitants of Great Placentia.

By Mr. DWYER from Patrick Bonia and others of North Harbor, St. Mary's, and from Rev. M. Morris and others of Oderin.

By Mr. KENT from Nicholas Newel of Pouch Cove.

By Mr. KENT, from Nicholas Newel of Pouch Cove, and from John Kelly and others, of Pouch Cove.

By the CHAIRMAN OF THE BOARD OF WORKS, from William Sterling and others of Twillingate; also from John Fox and others, of Back Harbor, Twillingate.

By Mr. BENNETT, from Rev. T. Hennebury and others, of Portugal Cove and Biscay Bay.

Ordered,—That the said several petitions lie on the Table.

Mr. AYRE presented a petition from Josiah Darrel and others, inhabitants of Lamaline, which was received and read, praying for a grant to erect a Beacon Light at Lamaline.

Ordered,—That the said petition do lie on the Table.

Mr MACKAY presented a petition from John Poole and others, inhabitants of Channel, which was received and read, praying for a grant to erect a Public Wharf there.

Ordered—That the said petition do lie on the Table.

The Hon. SOLICITOR GENERAL gave notice that he will, on tomorrow, move for the appointment of a Select Committee to consider the desirability of revising the law relating to the St. John's Fire Brigade and to report thereon to this House.

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

Despatch and Enclosures, relative to Fog Alarm to be erected on Cape St. Francis.

Despatches and Enclosures, relative to the Cape Race Fog Alarm.

Despatches and Enclosures, relative to application of Mr. Nicholas Stubber, for land concession.

Despatch and Enclosure, relating to proposed admission of Newfoundland into the Postal Union and Reduction of Postage.

Despatch and Enclosures, relative to expulsion of British fishermen from Hilliard's Harbor.

Despatch confirming certain acts of the Legislature.

Despatch forwarding Medals of Humane Society for Pouch Cove men.

Ordered,—That the said Documents do lie on the Table.

The Order of the Day, for the Committee of the Whole, on the Bill to amend the Criminal Law, being read,

Ordered,—That the said Bill be referred to a Select Committee, composed of :—Hon. Attorney General, Mr. McNeily, Mr. Kent, Mr. Conroy, and Mr. Speaker.

The Order of the Day, for the Committee of the Whole on a Bill respecting Foreign Life and Marine Insurance Companies, carrying on business in this Island, being read,

Ordered,—That the said Bill be referred to a Select Committee, composed of :—Mr. McNeily, Mr. Mackay, Mr. Alexander, Mr. Little, Mr. Dearin, the Hon. Attorney General and Mr. Scott.

Pursuant to the Order of the Day, the Bill for the maintenance of Cape Race Fog Whistle 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 JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of John Hoskins, of Greenspond, 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.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the Inhabitants of Bellorem, upon the subject of a Breakwater 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.

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

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

Resolved,—That a Select Committee be appointed to enquire into the routes most advisable for opening up and constructing main lines of Road.

Ordered,—That the Surveyor General, Mr. McNeily, the Hon. Solicitor General, Mr. Little, Mr. Conroy, Mr. Alexander, Mr. Duder, Mr. Dearin, Mr. Dwyer, and Mr. Speaker, do form the Committee.

Mr. BENNETT gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the petition from the inhabitants of Portugal Cove, in reference to Biscay Bay Bridge.

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 Road Expenditure in the District of Placentia and St. Mary's, for 1876.

Mr. ROEKE gave notice that, on to-morrow, he will ask the Hon. the Premier what determination was come to by the Government on the petition of John Kennedy, of Carbonear, presented last year to this House, and whether petitioner's claim has been recognized as entitled to compensation for the services which he performed.

Mr. COLLINS gave notice that, on to-morrow, he would move an Address to His Excellency the Governor on the petition of the inhabitants of Great Placentia, on the subject of a Breakwater.

Mr. ALEXANDER gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of William Ansty and others, of Frenchman's Cove and Garnish, Fortune Bay, presented to this House last Session.

Mr. MCNEILY gave notice that he will, on Monday, the 19th March proximo, move this House into Committee of the Whole, to consider the expenditure of the Relief of the Poor in the several Districts of this Island, and the claims of the several Districts in respect thereof, with a view to the equitable adjustment of the same.

The Hon. RECEIVER GENERAL gave notice that he will, on Thursday next, move the House into Committee on Ways and Means, and that this notice take precedence on the Order of the Day.

Mr. RAFTUS gave notice that, on to-morrow, he will ask the Hon. the Leader of the Government, what was the result of the investigation into the loss of the Spanish vessel *Mazagniza* at Blackhead, during the past summer, and whether or not such investigation has led to any measures reformatory of our Pilot system.

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

Report of Inspector Brine on Roads, St. John's West, for 1876.

Report of Inspector Kavanagh on Roads, St. John's East, for 1876,

Report of Surgeon, St. John's Hospital, for 1876.

Ordered,—That the said Documents do lie upon the Table.

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

Financial Secretary's Consolidated Statement of Expenditure, for the year ended 31st December, 1876.

Return shewing the number of ships built in Newfoundland, where built, name of builders, tonnage on which duty has been paid, the amount, and where paid, for the year 1876.

Statement shewing the aggregate amount of the public debt of the Colony of Newfoundland, on the 31st day of December, 1876, and the years on which the several portions of it are repayable.

Statement of the assets and liabilities of the Colony of Newfoundland, on the 31st December, 1876.

(For which see Appendix.)

Ordered,—That the said Documents do lie upon the Table.

Mr. KENT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, by whose order or on what authority the following item is charged by him in the Detailed Statement of expenditure by the Board of Works, on account of Public Works, St. John's East, for year ending December 31st, 1876: August 5th, steamship *Greenland* and Owners, for damage done spring 1875, during riot in St. John's, on address of House of Assembly, $650, and to lay on the Table memorandum in detail of said payment, and to point out the particular address of this House under which said payment was made.

Mr. CONROY gave notice that, on to-morrow, he will ask the Surveyor General, why Mr. Salter was not provided with means of making an instrumental Survey last summer, and whether that gentleman's

labors were not materially crippled by want of proper scientific equipment, and if there was not, at the time of Mr. Salter's mission, a sufficient supply of scientific instruments for his important purposes lying unemployed in the Geological Survey Department.

Then the House adjourned until to-morrow, at half-past Three of the Clock.

FRIDAY, 23rd February, 1877.

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

By Mr. DEARIN, from James Wade and others, of Flat Rock; also, from George Connors and others, of Lance Cove.

By the Hon. RECEIVER GENERAL, from Joseph Summers and others, of Flat Rock, District of Bay-de-Verds; from Benjamin Smith and others, of Ship and Dog Cove, Trinity Bay.

By Mr. ALEXANDER, from Wm. Blagon and others, of Fortune Bay

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

Mr. RORKE presented a petition from Robt. Joyce, of Carbonear, which was received and read, praying compensation for damage done to his property by the Road Board of Carbonear.

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

The CHAIRMAN OF THE BOARD OF WORKS, by command of His Excellency, presented the following Document:

Expenditure by Board of Works on Main Roads.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

Mr. McNeily gave notice that, on to-morrow, he will move for the appointment of a Select Committee to consider the law with reference to the issue of Mining Grants and Leases, and to report by Bill or otherwise, in reference to such amendments thereof as may be desirable.

Mr. Rorke gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of John Kennedy, of Carbonear, praying compensation for rescuing shipwrecked crews in 1875.

Mr. Dearin gave notice that, on to-morrow, he will ask the hon. the Premier, to lay upon the Table of the House, a full statement made by the St. John's Water Company, shewing the excess in the valuation of property for 1876 over 1875, with the amount of expenses connected with such valuation, and names of appraisers.

Also, that, on to-morrow, he will ask the hon. Premier, to lay upon the Table of the House, a return of all fines and forfeitures received by the Magistrates in the Central District, for the years 1875 and 1876, inclusive, with a detailed account of how expended; also, a return of all fees of office received by the Chief Clerk of the Central District for the years 1875 and 1876, inclusive, with a detailed account of how expended, and showing the amount from those Officers which went to the credit of the Colony.

Also, that, on to-morrow, he will ask the hon. the Premier, to lay upon the Table of the House, a full and detailed statement of the expenditure of the Agricultural Grant for the year 1876, in the different Electoral Districts, if expended for stock or other agricultural purposes, with the names of the parties who received the stock, and if the required security was taken by the Secretary of the Society for the keep of such stock for the required time.

Mr. Tessier presented a petition from John Squires and others, inhabitants of Broad Cove, praying for a grant to finish the public wharf there.

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

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

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the inhabitants of Great Placentia, upon the subject of a Breakwater 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.

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the inhabitants of Portugal Cove, Trepassey, upon the subject of the Biscay Bay Bridge, respectfully request that Your Excellency will be pleased to take the same into consideration, and make snch order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the inhabitants of Lamaline upon the subject of a Beacon 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.

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. MACKAY, seconded by Mr. WATSON,

Resolved,—That a Select Committee be appointed on petition of Rev. John Cunningham and others, of Burgeo, on the subject of Seining of Herring.

Ordered,—That Mr. Mackay, Mr. Watson, Mr. Alexander, Mr. Kelligrew, Mr. Little, Mr. Dwyer, and Mr. Tessier, do form the Committee.

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

Resolved,—That a Select Committee be appointed to consider the desirability of revising the law relating to the St. John's Fire Brigade, and to report thereon to the House.

Ordered,—That the hon. Solicitor General, Mr. Bowring Mr. Kent, Mr. Ayre, and Mr. Fenelon, do form the Committee.

Mr. TESSIER gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the petition of John Squires and others, inhabitants of Broad Cove, on the subject of the Public Wharf there.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. the Receiver General to lay on the Table of the House detailed statement of expenditure of the following sums, appearing in the Financial Secretary's Statement, for the year 1876:

Addresses, House of Assembly	$1249.50
Executive Responsibility	7522.85
Election Expenses, 1874 and 1876	162.00
Halifax Fishery Commission	854.32

Mr. KENT gave notice that, on to-morrow, he will ask the hon. and learned Attorney General whether the twenty-five per cent. which was deducted from last year's grant for main lines of Roads, and which it was promised would be replaced if the year's Revenue came up the estimate, be placed to the credit of the said grant.

Also, that on to-morrow, he will ask the Chairman of the Board of Works to lay on the Table of the House a Consolidated Statement of expenditure on the local roads in the District of St. John's East,

shewing the balance due each road at the beginning of the year 1876, the amount allocated to each road out of the grant of 1876, the amount expended on each road during the same year, and the balance in favor of or against each road at the close of said year.

Mr. FENELON 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 Consolidated Statement of the expenditure on the local roads in the District of St. John's West, shewing the balance, if any, due each road at the beginning of the year 1876, the amount allocated to each road out of the grant of 1876; the amount expended on each road during the same year, and the balance in favor of or against each road at the close of the year.

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

Then the House adjourned until Wednesday next, at half-pas Three of the Clock.

FRIDAY, 2nd March, 1877.

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

Financial Statement of the affairs of the Colony, for the year 1877.

Detailed Statement of salaries Stipendiary Magistrates, Clerks of the Peace, Constables, and Gaolers, for the year 1877.

Consolidated Statement of Expenditure on account of local Roads under Act 39 Vic., Cap. 2, for the year ending the 31st Dec., 1876.

Statement of accounts of Receiver General for the year ending 31st Dec., 1876, in the Treasury Department.

(For which see Appendix.)

Ordered,—That the said documents do lie on the Table.

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

Report of the Public Schools of Newfoundland under Church of England Boards, for the year ending 31st Dec., 1876.

Report of Inspector of Police, for 1876.

Report of the Public Schools of Newfoundland under the Methodist Boards, for the year ending 31st Dec., 1876.

Report upon the Inspection of Roman Catholic Schools, for the year 1876.

Report of the Newfoundland Agricultural Society and account of the Treasurer, for 1876.

Notes on the Labrador Fishing Ground, by H. G. Hind.

Notes on the influence of Anchor Ice in relation to fish offal and the Newfoundland Fisheries, by H. G. Hind.

Despatch conveying Commission to Sir H. W. Hoyles, as Administrator of the Government.

Despatch and Enclosures relative to the withdrawal of the Imperial subsidy from Allan's Steam Line.

Report of the Cashier of the Newfoundland Savings' Bank, for the year 1876.

Report of Harbor Grace Water Company, for 1876.

General Statement of Commercial Bank, for 1876.

Statement of the affairs of Union Bank, for 1876.

Statement of affairs of Newfoundland Steam Tug Company, for 1876.

Expenditure for Relief of the Poor, for 1876.

Agreement between the Government of Newfoundland and the Newfoundland Royal Mail Steam Packet Company for Coastal Steam Service.

(For which see Appendix.)

Ordered,—That the said Documents do lie on the Table.

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

By Mr. DEARIN, from Patrick Brown and others, of Belle Isle; also, twelve petitions from inhabitants of Pouch Cove and adjacent settlements in St. John's East.

By Mr. KENT, from James Newel and others, of Pouch Cove.

By the Hon. RECEIVER GENERAL, from Edward Turner and others, of Lower Island Cove.

By Mr. BENNETT, from William Kennedy and others, of Trepassey; also, from William Pennel and others, of Trepassey.

Ordered,—That the said petitions do lie on the Table.

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of John Squires and others, of Broad Cove, upon

the subject of a Public Wharf, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. C., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompany Petition of John Kennedy, of Carbonear) upon the subject of compensation for Shipwrecked Crews, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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

On motion of the hon. RECEIVER GENERAL, pursuant to notice, seconded by the SURVEYOR GENERAL,—

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

And the House resolved itself into said Committee accordingly.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

Then the House adjourned until Monday next, at half-past Three of the Clock.

MONDAY, 5th March, 1877.

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

By Mr. GODDEN, from Richard Matthews and others, of Riverhead, Harbor Grace, aud from J. Parsons and others of Bay Roberts.

By the hon. RECEIVER GENERAL, from Wm. Halfyard and others, of Ochre Pit ; Willis Janes and others, of Broad Cove; and from John Crane and others of Small Point.

By Mr. WATSON, from Wm. Day and others, Old Perlican, S. Ryall and others, of Hearts Content, and from S. Green and others, of Hants Harbor, and from John Hand and others of Lance Cove.

By Mr. CONROY, from David Chaffe and others of the Goulds ; Wm. Johnson and others, Toads Cove ; M. A. Clancey and others, Caplin Cove ; James Whitton and others, of Fermeuse, South Side, and from John Hall, sen , and others of Freshwater and Bread-and-Cheese, Bay Bulls.

By Mr. DEARIN, from Uriah Langmead and others Pouch Cove ; John Evans and others of same settlement, and from Patrick Murray and others of Portugal Cove.

By the CHAIRMAN OF THE BOARD OF WORKS, from Francis Roberts and others of Wild Cove and Cann Head.

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

Mr. CONROY presented a petition from Terrence Morrissey, Schoolmaster, Bay Bulls, which was received and read, praying for a pension, in consideration of his long services.

From Lawrence Driscoll, and others, of Toad's Cove, for a grant to enable them to erect wharves on each side of the Gut there.

From Patrick Connors, of LaManche, praying assistance to enable him to complete a House of Refuge for travellers on the main road from St. John's to Renews.

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

THE CHAIRMAN OF THE BOARD OF WORKS presented a petition from David Waterman, of Pismire Brook, near Fogo, which was received and read, praying for salary as Ferryman at Hare Bay.

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

Mr. COLLINS presented a petition from the Revd. M. P. Morris and others, of Oderin, which was received and read, praying for steam communication between St. John's and that settlement.

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 Bill to amend the Act for the Maintenance of Cape Race Fog Alarm.

Mr. SPEAKER left the Chair.

Mr. GODDEN took the Chair of the Committee.

Mr. 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 tomorrow.

Ordered,—That the House do resolve itself into Committee of the

Whole on the further consideration of Ways and Means, on Wednesday next.

Mr. COLLINS gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, to lay upon the Table of the House, the report of the Road Inspector on Cape Shore Road, Placentia Bay, for 1876.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Receiver General, to lay on the Table of the House, a statement shewing the amount paid to Mr. Salter, for the year 1876 and up to date, with the services for which such expenditure was made and out of what funds.

Also, to lay on the Table of the House, the vouchers for the sum of $434.89, charged as paid to Captain Erskine for certain services.

Also, a Detailed Statement of the expenditure of the sums of $597, $5.34 and $6.05, charged under head of expenses for the reception of His Excellency the Governor.

Also, to ask the Surveyor General, for a Copy of the Instructions from him to Mr. Salter, as referred to in that gentleman's printed report, 1876; also, for his instructions last summer and formerly, for the gentleman's Report of his last summer's mission.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. Receiver General, to lay on the Table of the House, a statement of the return for the past three years, of the Licenses, Fees and Rates, under Title XXX, Cap. 113, Sec. 15, rendered by the Clerk of the Peace for the Central District, and how the same has been appropriated.

Mr. CONROY gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, whether it be true that the Cape St. Francis Light House is not effective and satisfactory.

Also, whether the Bonavista Wharf and Breakwater has yet been completed.

Also, that, on to-morrow, he will ask the hon the Premier, to lay on the Table of the House, the tenders, agreements or contracts, the correspondence and vouchers relative to the hire or employment of the steamers of the Cromwell Line in 1876; the *Walrus* in 1875 and of the *Merlin* in 1876.

Also, in reference to the new Coastal Steam Service.

Also, for vouchers for payment of $499.45 to W. B. Grieve, on account of Admiral's Ball.

Also, why the late Governor's reply in reference to increase of official salaries and back pay, does not appear in the Journals of 1876, although referred to on page 84, as published in Appendix to Journal.

Also, why Copy of ex-Commissioner Robinson's letter to Secretary of State for the Colonies; the reply and all other correspondence thereon, relating to the Royal Commission, have not been laid upon the Table.

Also, why the notices only of my question in the last Session have been recorded in the Journals of the House, while the fact of the question being put and the replies to them have been suppressed.

Also, that, on to-morrow, he will ask the hon. Receiver General why Mr. Carter was paid the sum of $342 for acting as Clerk in the Secretary's Office, and what was done with the regular salary of the Office.

Also, why the hon. Attorney General, who was absent on sick leave in 1874 and 1875, was paid $1200 on French Shore account during that term.

Also, why Mr. Ralley, British Agent, was paid $486.67 for negotiating Washington Treaty.

Also, why the Chairman of the Agricultural Society was paid $500.

Also, for Correspondence with the Boot and Shoe Factory Authorities, relative to the Bounty of $1000 paid the Company, and why it was so paid; and whether any allowance has been made to smaller manufacturers.

Also, why Messrs. Goodfellow and Fox were paid $400 in 1875, and whether the Government had not previously paid them in 1874 $1600 for alleged services as Commissioners, and what services they subsequently rendered to justify the additional payment of $400 in 1875.

Also, for explanation of the Hospital charges made against the Colony on account of seamen of H. M. S. *Swallow*, and for supplying

water to Ships of War, and whether the local Government has been recouped such charges.

Also, whether the sum of $990, charged as paid to Owners of S. S. *Cabot*, was paid in November, 1875, and to whom, and whether the Owners of the *Cabot* had not been previously paid, and by whom, and for the vouchers for such payments; and also vouchers for payment of $510 paid Job Brothers & Co., on account of S. S. *Hector*, and why that sum was paid.

Also, 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 appear, and why Mr. Salter's services were confined to the Northern Districts.

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

Then the House adjourned until Wednesday next, at half-pas Three of the Clock.

WEDNESDAY, 7th March, 1877.

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

By Mr. Dearin, from Henry Jordan and others, of Pouch Cove; James Vaters, George Enold, and James Moran, and others, of same settlement; also from Martin Kennedy and others of Torbay.

By the Hon. Receiver General, from Jacob Rowe and others, of Ochre Pit.

By the Hon. Solicitor General, from Elijah Benson and others, of Grates Cove; and from Nathaniel Stranger and others, of Scrammy Cove, Random.

By Mr. WATSON, from Wm. Single and others, of Seal Cove; Moses Tuck and others, Caplin Cove, and from Wm. McCarthy and others of Tickle Harbor.

By the hon. SOLICITOR GENERAL, from D. McCarthy and others, of Tickle Harbor.

By Mr. BOWRING, from James Hancock and others, Upper and Lower Happy Adventure and Sandy Cove.

By Mr. MCNEILY, from James Long and others, of Open Hall; and from Richard Bradley, senior, and others of Bayley's Cove.

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

Mr MCNEILY presented a petition from Frederick White and others of Greenspond, which was received and read, praying for the passage of an Act to permit the exportation of Timber from Bonavista Bay.

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

He also presented a petition from Alexander McMillan and others, of Greenspond, which was received and read, praying for the erection of a Landing Place on the North side of the Island.

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

The hon. RECEIVER GENERAL presented a petition from George V. Parsons and others of Freshwater, Bay-de-Verds District, which was received and read, praying for a grant to sink a pump there.

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

Mr. BENNETT presented a petition from Rev. J. J. St. John and others of Salmonier, which was received and read, praying for a grant to construct a road on the South side of Salmonier Arm; between Little Harbor and St. Joseph's Chapel.

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

Mr. BENNETT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the subject of the foregoing petition of the Rev. J. J. St. John and others, of Salmonier.

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

The Estimate for defraying part of the Civil Expenditure of the Colony, for the year ending the 31st Dec., 1877.

Ordered,—That the said Document do lie upon the Table.

Pursuant to the Order of the Day, the Bill to make further provision for the maintenance of Cape Race Light House and Fog Whistle, as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled "An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle."

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

Ordered,—That the Committee of the Whole on Ways and Means stand first on the Order of the Day for to-morrow.

The hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a Bill to amend the Law relating to the Customs, which was read a first time.

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

Then the House adjourned till to-morrow, at half-past Three of the Clock.

THURSDAY, 8th March, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

Mr. MCNEILY 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 Report upon and plan of a Breakwater at Cat Harbor.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. the Receiver General whether the whole amount received from year to year by the General Water Company for the one-fifth added by them to the water rates assessment for sewerage rates, has been absorbed in each year by the payment of the sum of $3461 for interest on debentures issued under the St. John's Sewerage Act, and if not then what is done with the amount remaining each year over and above such payment.

Also, to ask the honorable and learned Premier whether his attention has been directed to an extract from the *New York Herald* of 7th February, inserted in this day's *Morning Chronicle*, headed "The loss of the *George Washington*," and whether the Government has caused any investigation into the cause of the loss of the said steamer to be made, or has received any communication from any persons requesting such investigation to be made.

Then the House adjourned until to-morrow, at half-past Three of the Clock.

FRIDAY, 9th March, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

Then the House adjourned until Monday next, at half-past Three of the Clock.

MONDAY, 12th March, 1877.

The CHAIRMAN OF THE BOARD OF WORKS, by Command of His Excellency the Governor, presented to the House—

Report of Dr. Stabb, Physician Superintendent of the Hospital for the Insane, for the year 1876.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

Resolved,—That it is the opinion of this Committee that the table of duties upon Goods, Wares and Merchandize imported into this colony 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 Good Wares and Merchandize, imported into this colony and its dependencies," and in the several Acts in continuation and amendment thereof passed in the 38th and 39th years of the said reign be adopted except so far as the same is amended by the following Resolutions:—

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 Merchandize imported, and drawbacks in lieu of duties under the same be re-enacted for one year.

Resolved,—That the duty payable upon tallow and palm oil imported into this colony and its dependencies for the purpose of manufacturing be hereafter levied and collected at the rate of five per cent. upon the value thereof.

Resolved,—That boiler plate be admitted free of duty.

Resolved,—That notwithstanding anything contained in Section 29 of Chapter 49, of the Consolidated Statutes, entitled "Of the Customs," the duties payable upon leaf tobacco imported, where the same shall amount to two hundred dollars may be secured to Her Majesty by bond, in the same manner as duties payable upon other Goods may now be secured, and subject in every respect to the same regulations.

Resolved,—That a premium be granted upon all hemp, flax, raw cotton and wool, imported into this colony and its dependencies, for the purpose of manufacturing fishing tackle or wearing apparel—to be computed at the rate of five per cent. upon the original cost of such Goods at the place where the same shall be shipped for importation payable to manufacturer of the same in this colony, and to take effect from the 31st day of December, A. D. 1877.

On motion that the Report be adopted,—

Mr. LITTLE moved in amendment, seconded by Mr. TESSIER,—

That all tallow, palm oil and other ingredients, used and required in and for the manufacture of soap and candles, be admitted into this Colony and its Dependencies, duty free.

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

For the Amendment—10.	*Against the Amendment—13.*
Mr. Little,	Hon. Attorney General,
" Tessier,	" Solicitor General,
" Fenelon,	" Receiver General,
" Dearin,	The Surveyor General,
" Kent,	" Chairman Board of Works,
" Nowlan,	Mr. Rorke,
" Scott,	" McNeily,
" Collins,	" Ayre,
" Conroy,	" Bowring,
" Dwyer,	" Godden,
	" Rabbits,
	" Kelligrew,
	" Mackay.

So it passed in the negative.

And the question being again put on the original motion,—

Mr. LITTLE moved in amendment, seconded by Mr. CONROY,—

That a premium be granted upon all hemp, flax, raw cotton and wool imported into this Colony and its dependencies, after the 31st December, 1877, for the purpose of manufacturing fishing tackle or

wearing apparel, to be computed at the rate of ten per cent. upon the original cost of such goods at the place where the same shall be shipped for importation, and payable to the owner or importer of the same in this Colony.

And the question being put 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 NOWLAN,—

That the report of the Committee on Ways and Means be re-committed for further consideration, because it is desirable and necessary, for the due consideration of the question of Ways and Means, that the tariff or scale of duties proposed to be imposed on goods, wares, and merchandize imported into this Colony, and of the exemptions from same, should be placed in detail before this House.

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

For the Amendment—10.	*Against the Amendment—13.*
Mr. Little,	Hon. Attorney General,
" Fenelon,	" Solicitor General,
" Tessier,	" Receiver General,
" Dearin,	The Surveyor General,
" Kent,	" Chairman Board of Works,
" Nowlan,	Mr. Rorke,
" Scott,	" McNeily,
" Collins,	" Ayre,
" Conroy,	" Bowring,
" Dwyer.	" Godden,
	" Rabbits,
	" Kelligrew,
	" Mackay.

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 said 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 merchandize, imported into this Colony and its Dependencies; also, a Bill for the encouragement of manufacturing, which were severally read a first time.

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

The SOLICITOR GENERAL gave notice that, on to-morrow, he will move that a message be sent to the hon. Legislative Council, requesting that certain Members thereof may be allowed to attend and give information before the Select Committee appointed by this House to consider the Laws relating to the St. John's Fire Brigade.

Mr. CONROY 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 sums of money paid away to the recipients themselves, respectively, of relief, under the vote of Poor Relief.

Mr. RAFFUS gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, for a detailed account of the expenditure of $900, the grant for the main line of Road of the Ferryland District: also, for a similar account of the sum of $900, expended on the same line out of the Special Grant.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

TUESDAY, 13th March, 1877.

Mr. DWYER presented a petition from C. Irvine and others, of Placentia and neighborhood, which was received and read, praying for the erection of a Light House on Cape Verd.

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

Mr. Dwyer gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the foregoing petition of C. Irvine and others, of Placentia, for the erection of a Light House at Point Verd.

Mr. Kent presented a petition from Michael Downey and others, of Codroy Rivers, which was received and read, praying for representation in the House of Assembly; as also, that the advantages of Education and Postal Communication be extended to them.

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

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

By the Chairman of the Board of Works, from Wm. Morgan and others, of Wild Cove, near Fogo.

By Mr. Little, from Charles Gushue and others, of Conception Harbor, South Shore, Conception Bay.

By Mr. Dearin, from Alfred Moores and others, Pouch Cove and fifteen petitions from same settlement; also, thirteen petitions from inhabitants of Torbay, Flat Rock, Middle Cove and other settlements, St. John's East.

By Mr. Scott, from George Ruby and others, of Bay Bulls' Road, Elias Tucker and others, of Broad Cove, Samuel Ruby and others of Old Bay Bulls' Road, James Fitzgerald and others, of Broad Cove, and Joseph Cahill and others, St. John's West.

By Mr. Kent, from Wm. Dawe and others, of Flat Rock, and eighteen petitions from the inhabitants of Torbay and Pouch Cove.

By the hon. Receiver General, from Richard Walsh and others, of Western Bay and settlements, North Shore, Conception Bay.

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

Mr. Scott presented a petition from Samuel Allen and others. Blackhead, which was received and read, praying for the establishment of a Life-boat there.

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

The CHAIRMAN OF THE BOARD OF WORKS presented to the House, a Report from Mr. John Maher, and Estimate of cost of constructing a Breakwater at Cat Harbor.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

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

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

The Bill for the Encouragement of Manufacturing.

The Bill for the amendment of the Law relating to the Customs.

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

Ordered,—That the following message be sent to the Legislative Council :

Mr. PRESIDENT,—

The House of Assembly request that the Legislative Council will grant permission to the Hon. Messrs. Clift, Tessier, Thorburn and Rendell, to appear before a Select Committee of the House of Assembly, on the subject of the Fire Brigade.

J. S. WINTER,
Speaker.

House of Assembly,
13th March, 1877.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. FENELON, 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 consent to the attendance of the Hon. Messrs. Clift, Tessier, Thorburn and Rendell, before the Select Committee of the Assembly, on the subject of the Fire Brigade.

EDWARD MORRIS,
President.

Council Chamber,
March 13th, 1877.

And then the Messenger withdrew.

Ordered,—That the said Message be referred to the Select Committee appointed to consider the Laws relating to the St. John's Fire Brigade.

The hon. Attorney General, from the Select Committee to whom was referred the Bill, entitled "An Act to further amend the Criminal Law," presented the Report, which he handed in at the Clerk's Table.

Committee Room,
House of Assembly,
13th March, 1877.

The Select Committee to whom was referred the Bill for the amendment of the Criminal Law, beg leave to report that they have considered the Bill to them referred, and have made some amendments thereon, and now present the Bill, as amended, for the consideration of the House.

Respectfully submitted,

F. B. T. CARTER
Chairman.
ALEX. J. W. McNEILY,
JAMES S. WINTER.

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

Ordered,—That the House do, on to-morrow, resolve itself into Committee of the Whole, upon the Bill entitled "An Act further to amend the Criminal Law."

The hon. RECEIVER GENERAL presented to the House—

Correspondence relating to the Boot and Shoe Factory.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

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, a copy of the order of the Government under which the sum of $650 appearing in the Detailed Statement of expenditure by the Board of Works on account of St. John's East, for the year ending 31st December, 1876, was paid, and also copy of the minutes or proceedings of the Board at the meeting at which such payment was ordered to be made.

Also, to ask the hon. Receiver General for an explanation of the following items in his Consolidated Account Current, for the year ended 31st December, 1876:—Blanc Sablon, amount of orders received for duties in 1875 struck off, considered unrecoverable, $898, and whether any proceedings to compel the payment of the said orders were taken, and why they are considered unrecoverable, and by what authority such orders were taken by the Officer collecting the Duties.

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

Mr. DEABIN gave notice that, on to-morrow, he will ask the hon. the Premier to lay on the Table of the House the Report of the Chairman of the Board of Health for 1876.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon Receiver General to inform the House why the sum of $200 was paid to A. Murray, for travelling expenses to England.

Also, to lay on the Table of the House a Detailed Statement of the accounts of disbursements charged to the Geological Survey.

Also, for explanation of the item charged 1876 against Crown Lands, from R. P. Kerr & Sons, for $68.74.

Also, 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 various sums charged to him in the Financial Accounts for Crown Lands' Act.

Then the House adjourned until to-morrow, at half-past Three of the Clock.

WEDNESDAY, 14th March, 1877.

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

Report of Railway Survey and Explorations for 1875, for a Railway in Newfoundland, by Sandford Fleming, Esq.

Report of Alexander Murray, Esq., on Geological Survey of Newfoundland for 1876.

Report of Surveyor General for 1876.

Report of Labrador Mail Officer for 1876.

Report on Fishery Protection at Cape John for 1876.

Report on Protection of the Herring Fishery for 1876.

Report of Harbor Grace Grammar School for 1876.

Report of Boot and Shoe Company for 1876.

Expenditure for Shipwrecked Crews for 1876.

(For which see Appendix.)

Ordered,—That the said Documents do lie upon the Table.

Mr. TESSIER presented a petition from Wm. Stephen & Co., of Dundee, which was received and read, praying that certain provisions imported by them in the steamers *Aurora* and *Arctic*, for use at the Whale Fishery this season, may be admitted free of duty, the same not being intended for sale in this market.

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

Mr. TESSIER gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the foregoing petition of Messrs. Wm. Stephen & Co., of Dundee.

Mr. DEARIN presented a petition from John McKenzie and others, Saddlers and Harness Makers, of St. John's, which was received and read, praying for an increased duty on ready-made Saddlery imported into this Colony.

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

Mr. GODDEN presented a petition from Jillard Brothers and others, of Harbor Grace, which was received and read, praying for a grant to extend the Public Wharf there.

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

Also, a petition from Wm. H. Pike and others, of Harbor Grace, which was received and read, praying for the construction of a road from Water Street to the back street of that town.

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

The following petitions praying for the erection of a Light House on the Stinking Islands, were severally presented, received and read:

By the SURVEYOR GENERAL, from J. T. Oakley and others, of Greenspond.

By the CHAIRMAN OF THE BOARD OF WORKS, from J. B. Blandford and others, of Twillingate.

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

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

By Mr. LITTLE, from James Neville and others, of Topsail.

By Mr. TESSIER, from Wm. Atwell and others of Pearl Town and Topsail Road.

By Mr. GODDEN, from Abraham Smith and others of Spaniard's Bay, Big Pond.

By Mr. DEARIN, from Richard Reddy and others, of Flat Rock; and five petitions from Outer Cove and Torbay.

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

Mr. GODDEN presented a petition from Charles Dawe and others, of Bay Roberts, which was received and read, praying that prior to the employment of Professor Hind in developing the fishing capabilities of this Colony, information from qualified persons be had as to whether such appointment is actually necessary.

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

Mr. SCOTT, pursuant to notice and leave granted, presented a Bill for the Regulation of Trade in certain cases, 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 JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

The House of Assembly having had under consideration the accompanying Petition of the inhabitants of Salmonier upon the subject of a Road on the South Side of the Arm between Little Arm and St. Joseph's Chapel, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the Inhabitants of Great Placentia upon the subject of a Light House at Point Verd, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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.

Pursuant to Order of the Day, the Bill to Regulate the Holding of Elections, was read a second time.

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

Then the House adjourned till to-morrow, at half-past Three of the Clock.

THURSDAY, 15th March, 1877.

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

By Mr. KENT, from Richard Grace and others, of Torbay, and twelve petitions from Pouch Cove, Flat Rock and settlements, St. John's East.

By the SURVEYOR GENERAL, from James Keough and others, of Plate Cove.

By Mr. CONROY, from John Williams and others, of Bay Bulls' Road.

By Mr. FENELON, from Wm. Swaneborough, and others, of Broad Cove.

By Mr. AYRE, from John Lake and others, of Fortune, and from James Brown and others, of Brown's Cove.

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

Mr. MACKAY presented a petition from Thomas White and others, of Codroy which was received and read, praying for a grant to open a road from Codroy to Grand River.

Also, from Angus McIsaac and others, of same settlement, which was also received and read, praying for the extension of roads in that locality.

Ordered,—That the several petitions be referred to the Select Committee on Main Lines of Roads.

Mr. MACKAY presented a petition from T. S. Pooke and others, of Burnt Islands, Grandy's Passage and Baker's Tickle, which was received and read, praying for the establishment of a Courier between Burnt Islands and Rose Blanche.

He also presented a petition from Frederick J. Tweedel and others, of Rose Blanche, Baker's Tickle and Burnt Islands, for the establishment of Ferries between Baker's Tickle and Grandy's Passage.

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

Mr. DWYER presented a petition from Robert Brennan and others, of Little Placentia, which was received and read, praying for the construction of a Public Wharf there.

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

Mr. MACKAY presented a petition from Alexander McKenzie and others, Members of the Society of United Fishermen of Rose Blanche, which was received and read, praying that measures may at once be adopted to prevent the use of Seines during the Herring spawning

season in Fortune Bay and elsewhere, viz :—from the 1st April to the 30th June.

Ordered,—That the said petition be referred to the Select Committee appointed to enquire into the Seining of Herring.

Mr. FENELON presented a petition from Samuel Allen and others, of Blackhead, St. John's West, which was received and read, praying for a grant to extend the Public Wharf there.

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

(*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 make further provision for the maintenance of Cape Race Light and Fog Whistle," without amendment.

EDWARD MORRIS,
President.

Council Chamber,
March 15th, 1877.

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 Bill to amend the Law relating to the Customs.

Mr. SPEAKER left the Chair.

Mr. BOWRING took the Chair of the Committee.

Mr. 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.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. the Premier, whether he intends taking any steps to cause the sum of $68.74, charged to Crown Lands, for seeds on account of Sir S. J. Hill, to be refunded to the Treasury.

Mr. DWYER gave notice that, on to-morrow, he will move an address to his Excellency the Governor, on the petition of the inhabitants of Placentia on the subject of a Public Wharf.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. Receiver General to lay on the Table of the House, a statement of the collection of all Crown Lands' rent for the year 1876, shewing the names of the parties who have paid and those who are in arrears, with the name of the collector.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

FRIDAY, 16th March, 1877.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill for granting to Her Majesty certain duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported that they had considered the Bill to them referred, and had agreed to the same with some amendments, and he handed the Bill in at the Clerk's Table.

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

Mr. CONROY moved, seconded by Mr. KENT,—

That the Bill relating to Controverted Elections be now read a second time.

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

For the Motion—10.	*Against the Motion—7.*
Mr. Conroy,	Hon. Attorney General,
" McNeily	" Receiver General,
" Ayre,	" Chairman Board of Works,
" Collins,	" Bowring,
" Scott,	" Rabbits,
" Kent,	" Mackay,
" Bennett,	" Fenelon.
" Little,	
" Raftus,	
and the Hon. Solicitor General,	

So it passed in the affirmative, and

The said Bill was read a second time, accordingly.

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

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

Correspondence relating to the employment of the Cromwell Line of Steamers.

Despatch from the Colonial Secretary and Correspondence relating to the proposed withdrawal of the Imperial subsidy from the Allan Line of Steamers.

Ordered,—That the said Documents do lie upon the Table.

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 Supply.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. the Premier to lay on the Table of the House, a Detailed Statement of the receipts on account of Timber Lands for 1876, shewing the localities on account of which such dues were collected.

also, that, on to-morrow, he will ask the hon. Receiver General to lay on the Table of the House, an explanation of the items charged in the Financial accounts under Crown Lands' Act, under date 23rd September, 1876, for the sums of $60, $46 and $84, respectively.

Also, for a Detailed Statement under the head of Unforseen Contingencies, as follows :—

J. S. Winter, money advanced for Legal Expenses, $277.62.

J. Whitman, London, for services connected with the French Fishery Question, 1875, $242.

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 Report and plan of the Breakwater at Branch, in the District of Placentia and St. Mary's.

Mr. LITTLE gave notice that, on to-morrow, he will ask the hon. Receiver General, if any monies have been paid on account of Poor Relief, during the year 1876 and since then, which were not charged in the return set forth in the speech of the hon. Receiver General in Committee of the Whole on Ways and Means.

Mr. CONROY gave notice that, on to-morrow, he will ask the hon. Receiver General for a Detailed Statement of the present application

of the properties handed over by the Imperial Government, and debit and credit accounts of receipts and expenditure thereout and thereon, during the years 1874, 1875 and 1876,

Then the House adjourned until Monday next, at half-past Three of the Clock.

MONDAY, 19th March, 1877.

The SURVEYOR GENERAL severally presented petitions from John Taylor and others, of Tickle Cove, John C. Dominey and others, of Greenspond and from H. Mills and others, of Tickle Cove, which were 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.

The hon. the PREMIER, by command of His Excellency the Governor, presented to the House—

Copy of Despatch from the Secretary of State for the Colonies, in relation to the appointment of some legally constituted authority on the West and North East Coasts of Newfoundland.

(For which see Appendix.)

Ordered,—That the said Despatch do lie upon the Table.

Mr. DEARIN presented seven petitions from John Brown and others, of Torbay, Flat Rock and Pouch Cove, which were received and read, praying for grants to extend and repair roads and bridges in those localities.

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

Mr. CONROY presented a petition from John McCarthy, of Chance

Cove, which was received and read, praying compensation for acting as Ferryman there during the last thirty years.

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

The Order of the Day for Committee of the Whole on the Bill to make provision for the Trial of Controverted Elections being read—

Ordered,—That the said Bill be referred to a Select Committee, composed of Mr. Conroy, Hon. Solicitor General, Mr Kent, Mr. McNeily and Mr. Scott.

The Order of the Day for Committee of the Whole on the Bill respecting the Election of Members of the General Assembly, being read—

Ordered,—That the said Bill be referred to a Select Committee composed of the hon. Attorney General, hon. Solicitor General, Mr. McNeily, Mr. Conroy, Mr. Little, Mr. Godden and Mr. Raftus.

Ordered,—That the Committee of the Whole upon the Expenditure for Poor Relief, stand first on the Order of the Day for Wednesday next.

Ordered,—That a Select Committee be appointed to consider the law with reference to the issue of Mining Grants and Licenses, and to report by Bill or otherwise in reference to such amendment thereof as may be desirable.

Ordered,—That Mr. McNeily, the Surveyor General, Mr. Little, Mr. Fenelon, Mr. Mackay, Mr. Nowlan, and the hon. Solicitor General do form the Committee.

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Messrs. Stephen & Co., of Dundee, upon the

subject of drawback on Provisions Imported for use of the crews of the steamers *Arctic* and *Aurora* when on a Whaling voyage, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of the inhabitants of Placentia, upon the subject of a Public Wharf there, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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.

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

Ordered,—That the Bill do pass and be entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares, and Merchandize, imported into this colony and its dependencies.

Ordered,—That the hon. Receiver General and Mr. Raftus 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 for the Encouragement of Manufacturing.

Mr. SPEAKER left the Chair.

Mr. GODDEN took the Chair of the Committee.

Mr. 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 said Bill be engrossed 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 Criminal Law.

Mr. SPEAKER left the Chair.

Mr. MACKAY took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported that they had considered the Bill to them referred, and had agreed to the same without amendment, and he handed the Bill in at the Clerk's Table.

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

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 Customs.

Mr. SPEAKER left the Chair.

Mr. GODDEN took the Chair of the Committee.

Mr. 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 to-morrow.

The hon. ATTORNEY GENERAL presented a petition from J. W. Smith, Manager of the Union Bank, and from Robert Brown, Manager of the Commercial Bank, which was received and read, setting forth :

That the Acts of the Legislature of Newfoundland incorporating the Union Bank of Newfoundland and the Commercial Bank of Newfoundland, respectively, and the several Acts in amendment thereof, will expire in the year 1879.

That the said Corporations are desirous of continuing their business for a further period of twenty-one years, and of obtaining Legislative sanction thereof.

That your Petitioners and the Directors of the said Banking Companies, are of opinion that it is desirable that certain amendments in the law in relation to Banking, and to Bills of Exchange and Promissory Notes, should be enacted, among which are the following, viz :

That the Law in relation to Bank holidays and non-judicial days, as at present in force in the Provinces of Ontario, New Brunswick and Nova Scotia, be enacted in this Country, as well in relation to the days to be kept as holidays, as in relation to Drafts, Bills, Notes or other obligations falling due or payable on such days.

That the provisions of the Law of Canada, as contained in Sections 3 and 4 of the Act, 35 Vic., Cap. 8, in relation to Deposits on behalf and for the benefit of minors, be adopted and apply to Banks in Newfoundland.

That a doubt at present existing, whether days of grace are or not to be allowed upon sight Drafts and Bills be settled ; and such Drafts be declared to be payable on demand.

That in cases of Drafts, Bills and Cheques payable at sight or on demand, the Banks should not be responsible for the endorsement, or held liable in case of a forged endorsement or presentation by a party not entitled, assimilating the Law of this Country to that of England.

That in case of the Commercial Bank, it is desirable to provide that the time for holding the Annual Meeting of Shareholders, be at such day in the month of July as the Directors may appoint.

Your Petitioners therefore pray :

First,—That your Honorable House will be pleased to appoint a Select Committee to take the matter of this Petition into consideration and to report thereon to your Honorable House.

Second,—That upon the report of such Committee, a measure may be enacted such as will secure the carrying into effect of the objects aimed at by your Petitioners.

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

(By Order of the Board,)

J. W. SMITH,
Manager.

(By Order of the Board,)

R. BROWN,
Manager.

St. John's, March 19th, 1877.

Ordered,—That the said petition be referred to the Select Committee to report thereon, and that, on to-morrow, the said Committee be appointed.

Mr. Scott gave notice that, on to-morrow, he will ask the hon. the Receiver General what were the services for which Mr. Salter was paid the sums of $60, $46 and $84, respectively, as charged in Financial accounts under head Crown Lands', 1876.

The hon. Receiver General gave notice that, on to-morrow, he will ask leave to introduce a Bill for the Consolidation of the certain portion of the Public Debt of the Colony, falling due in 1878.

Mr. Conroy gave notice that, on to-morrow, he will ask leave to bring in a Bill to amend Chapter 90 of the Consolidated Statutes, entitled "Of Insolvency."

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 shewing the amount in value, and the name of all articles attempted to

be smuggled into the Port of St. John's during the year 1876; how disposed of, and if any contraband articles still remain in the keeping of the hon. Receiver General or any other officer of H. M. Customs; the date of their detection, and why not disposed of up to the end of the past year.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

TUESDAY, 20th March, 1877.

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

By Mr. PARSONS, from Joseph Tricquot and others of Torbay Road, and from John Brine and others, of Outer Cove.

By Mr. FENELON, from John Williams and others, of Forest Pond Road, leading to Petty Harbor.

By Mr. DEARIN, from Michael Fennissy and others, of Middle Cove, and six petitions from Torbay, Outer Cove and settlements, St. John's East.

By hon. RECEIVER GENERAL, from Richard Colford and others, of Job's Cove, District of Bay-de-Verds, and four petitions from Western Bay and other settlem ents North Shore, Conception Bay.

By Mr. KENT from Edward Dunphy and others, of Outer Cove and Torbay.

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

The hon. RECEIVER GENERAL presented a petition from James Moore and others, of Bay-de-Verds, which was received and read, praying for a grant to erect a Public Landing-place there.

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

The hon. SOLICITOR GENERAL presented a petition from John Hodder and others, of Smith's Sound, Ireland's Eye, and other settlements, which was received and read, praying for the enactment of a Law restricting the use of Codseines.

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

Mr. CONROY presented a petition from Patrick Fortune and others, of Toad's Cove, which was received and read, praying for an enactment to prevent setting of Bultows on fishing hedges where Codseines can be used.

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

Mr. RORKE presented a petition from John S. Peach and others, of Carbonear, which was received and read, praying from the completion of the road from thence to Heart's Delight.

Ordered,—That the said petition be referred to Select Committee on Mail Lines of Road.

Mr. LITTLE presented a petition from Wm. Flynn and others, of Salmon Cove, which was received and read, praying for the construction of the road over Dock Ridge in that locality.

Ordered,—That the said petition be referred to Select Committee on Main Lines of Road.

The hon. SOLICITOR GENERAL presented a petition from the Rev. J. B. Kelly, D. D., Bishop of Newfoundland and Augustus O. Hayward, of St. John's, Barrister-at-Law, Executors of the last Will and Testament of the Right Rev. Edward Field, D. D., late Bishop of Newfoundland, deceased, and of the said Right Rev. J. B. Kelly, D. D., Bishop, President of the Diocesan Synod of Newfoundland, and George T. Rendel, Secretary of the Executive Committee, which was received and read, setting forth that an Act of the Legislature was necessary for the purpose of effectually vesting in the said Synod, certain property of the Church of England, and praying that a Select Committee be appointed to take the said matters into their consideration and report to this House thereon.

The hon. SOLICITOR GENERAL gave notice that, on to-morrow, he

will move the appointment of a Select Committee to enquire as regards the matters set forth in the petition of the Right Rev. the Bishop of Newfoundland, Augustus O. Hayward and George T. Rendell.

The hon. SOLICITOR GENERAL presented a petition from Benjamin Smith, Rural Dean, and Henry Dunfield, Incumbent St. Paul's, and others, of Trinity West, which was received and read, praying that the provisions of the Interment Act may be extended to the Outports of the Colony.

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

The hon. SOLICITOR GENERAL gave notice that, on to-morrow, he will ask leave to bring in a Bill to provide for the prevention of interments in certain burial grounds.

Mr. RABBITS presented a petition from Charles Baker and others of Juniper Stump, Elijah Bishop and others, of Cupids and Burnt Head, Elias Pickot and others of Bull Cove and from John Beacham and others, of Bareneed, which were severally received and read praying for grants to repair and extend roads in those localities.

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

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

The Bill for the Encouragement of Manufacturing.

The Bill to further amend the Criminal Law.

The Bill to amend the Law respecting the Customs.

Ordered,—That the first Bill do pass and be entitled "An Act for the Encouragement of Manufacturing."

Ordered,—That the second Bill do pass and be entitled "An Act further to amend the Criminal.

Ordered,—That the third Bill do pass and be entitled "An Act to amend the Law respecting the Customs.

Ordered,—That the hon. Attorney General, hon. Receiver General, Mr. Kent and Mr. Scott do take the said several Bills to the Legislative Council and desire their concurrence.

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 Supply.

And the House resolved itself into the said Committee accordingly.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

On motion of the hon. ATTORNEY GENERAL, seconded by Mr. BOWRING,—

Resolved,—That a Select Committee be appointed on the petition of J. W. Smith and Robert Brown, Managers of the Union and Commercial Banke, praying for the an amendment of the Acts of Incorporation.

Ordered,—That the hon. Attorney General, Mr. Rorke, Mr. McNeily Mr. Bowring, Mr. Little and Mr. Dearin, do form the Committee.

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

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

Mr. CONROY, pursuant to natice and leave granted, presented a Bill to amend Chapter 90, of Consolidated Statutes, entitled "Of Insolvency," which was read a first time.

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

Then the House adjourned until to-morrow, at half-past Three of the Clock.

WEDNESDAY, 21st March, 1877.

Mr. DEARIN presented a petition from the Rev. Reginald M. Johnson and others, of Pouch Cove, which was received and read, praying for increased postal facilities between St. John's and that settlement.

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

He also presented a petition from Philip Grouchy and others, of Pouch Cove, which was received and read, praying for the erection of a capstan and purchase to enable them more easily to haul up their boats.

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

He also presented a petition from John Pitts and others, of Lance Cove, Belle Isle, which was received and read, praying for an improvement of the Public Wharf there.

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

Mr. CONROY presented a petition from John Connel and others, of Fermeuse, which was received and read, praying that a pension may be awarded James O'Neil, in consideration of his long services as teacher there.

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

Mr. WATSON presented a petition from William Rowe and others, of Whales Brook, Trinity Bay, which was received and read, praying for the erection of Public Landing-slip there.

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

The hon. SOLICITOR GENERAL presented the following petitions, which were severally received and read :—

From William Wiseman and other,s of Heart's Delight, for the construction of a Sea Wall there.

From Alexander Bremner and others, of Catalina, for the appointment of a Stipendiary Magistrate there.

From Thomas Stowe and others, of Catalina, for the establishment of a Fog Alarm in connection with the Light on Green Island.

From Joseph Boyd and others, of Old Perlican, for a grant to enable them to Fence a Sheepfold there.

From Jabez Tilley, of St. John's, for a grant to enable him to establish a place for Breeding Salmon.

From George Carberry and others, of Trinity Bay North, for the establishment of a Mail Steamer in that Bay.

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

The following petitions, praying for grants to extend and repair roads, streets, and bridges, were severally presented, received and read:—

By Mr. Dearin, from Peter Harvey and others, of Portugal Cove, and twenty petitions from the inhabitants of Pouch Cove, Torbay and other settlements in the district of St. John's East.

By the hon. Solicitor General, from Henry Pollett and others, of New Harbor, and thirteen petitions from Old Perlican, Lead Cove, Silley Cove, Catalina, Coney's Island, Smith's Sound, and Hickman's Harbor.

By Mr. Watson, from R. Penny and others, of Heart's Content, Richard Penny and others of same place, William Rowe and others, of Whale's Brook, Philip King and others, of Random.

By Mr. Rabbits, from George Roberts and others, of the Beach, Bareneed, John Penny and others, of Bull Cove, Samuel Bartlett and others, Bareneed.

By Mr. Parsons, from John Newel and others, of Pouch Cove.

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

Mr. Rabbits presented a petition from Malvina Ringwood, widow of the late John Ringwood, Police Constable of Port-de-Grave, which was received and read, praying that a Pension be granted her in consideration of her late husband's long services.

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

Ordered,—That the House do now resolve itself into Committee of the Whole upon consideration of the Expenditure for the Relief of the Poor in the several districts of this Island, and the claims of the several districts in respect thereof with a view to the equitable adjustment of the same.

And the House resolved itself into said Committee accordingly.

Mr. SPEAKER left the Chair.

Mr. GODDEN took the Chair of the Committee.

Mr. 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 Monday next.

The hon. SOLICITOR GENERAL, pursuant to notice, and leave granted, presented a Bill to provide for the prevention of Interment in certain cases, which was read a first time.

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

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

Resolved,—That a Select Committee be appointed to enquire as regards the matters set forth in the petition of the Right Rev. the Bishop of Newfoundland, Augustus O. Hayward, and George T. Rendell.

Ordered,—That the hon. Solicitor General, Mr. McNeily, Mr. Kent, Mr. Tessier, and Mr. Speaker do form the Committee.

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

man of the Board of Works for a statement setting forth in detail the deductions (if any) to which the annual grants for main lines and local roads in St. John's East are subject, and the amount of such deductions.

Also, a similar statement as to the grant for Public Works in St. John's East.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. Attorney General to lay on the Table of the House, a statement in detail of the number of Civil Causes held in the Central District Court, the names of litigating parties in each case, the cause of the action, the result of each, the costs incurred, and how much thereof was paid into the Treasury in each of the last three years ending 31st December, 1876, and if the judgment in each instance was satisfied, and what records there are of judgments satisfied or otherwise.

Mr. KENT presented a petition from Richard Martin and others, of Torbay, and from Wm. Fitzpatrick and others, Michael Cullen and others, and Joseph Byrne and others, of same settlement, which were severally received and read, praying for grants to repair roads and bridges there.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

THURSDAY, 22nd March, 1877.

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

By Mr. KENT from James Goold and others, of Pouch Cove, Samuel Codner and others, of Torbay, Richard Power and others, of Quidi Vidi, John Doran and others, of Outer Cove, and from Christopher Mundy and others, of Pouch Cove.

By Mr. FENELON, from James King and others, of Goat Cove, near Broad Cove.

By Mr. COLLINS, from Thomas Freeman and others of Little Placentia.

By Mr. BENNETT, from John Fitzgerald and others, of Ship Harbor.

By Mr. SCOTT, from Daniel Tucker and others of Broad Cove.

By hon. RECEIVER GENERAL, from George Davis and others, of Freshwater

By Mr. WATSON, from Wm. Dickinson and others, of Heart's Content, for completion of the road to the Schoolhouse there.

By Mr. DEARIN, from Wm. Walsh and others, of North Pond, Torbay, Margaret Brawders of Major's Path, John Fitzpatrick of Torbay and five petitions from Patrick Ryan and others, of Logy Bay.

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

Mr. MACKAY presented the following petition from the Rev. Moses Harvey, of St. John's, Minister of the St. Andrew's Church, which was received and read, setting forth,—

That the members of the two religious denominations or bodies in Newfoundland, heretofore known as the St. Andrew's Church and the Free St. Andrew's Church, have resolved upon a union of the two bodies, and at a joint meeting of the two bodies held on the second day of January last, the following resolutions among others, recommended by a joint committee from the several congregations were adopted, viz.:—

First,—That the name of the new church shall be St. Andrew's, in connection with the Presbyterian Church of Canada.

Second,—That the appointment of the Minister, Kirk Session and Managers, be made in accordance with the usage of the Presbyterian Church of Canada.

Fourth,—That the Trustees of both Churches transfer or pay over to a body of Trustees to be appointed by the united Congregations, all

property and funds held by them respectively, for the use of the United Church, but which shall not include funds raised for the current expenditure of the respective Congregations.

Fifth,—That the Trustees so chosen shall take immediate steps to have the Presbyterian Body in Newfonndland incorporated, and to obtain for the United Congregation a legal title to the properties now held by each Congregation, and with power to dispose thereof as may be determined by the action of the United Congregation.

Seventh,—That as soon as the foregoing articles have been submitted to the respective Congregations and approved of by them, the Union will be considered to have been fully agreed on, and each Congregation will proceed to elect three Provisional Trustees to carry into effect Articles fourth and fifth, &c.

That the said Articles have been agreed upon by the respective Congregations, and the Provisional Trustees as contemplated by the above resolution numbered "seventh," have been appointed and are desirous of obtaining such Legislative enactment as may be necessary for the purpose of carrying the said resolutions into effect.

That the said Bodies so agreed to be united, are possessed of landed and other property in Newfoundland, and for the purpose of putting the title to said property upon a clear and satisfactory footing, and for the purpose of securing certainty and uniformity in the working and government of the said United Body, it is desirable that the proposed Incorporation take place.

That your Petitioner has been empowered on behalf of the said Congregations and Provisional Trustees, to apply to the Legislature of Newfoundland for the passing of a measure to carry into effect the objects of the said resolutions.

Your Petitioner, therefore, humbly prays, that your honorable House will be pleased to appoint a Select Committee to take into consideration the matters above referred to and such others matters cognate therewith as may be brought before them, and that upon the report of such Committee, an Act of the Legislature may be passed, such as may carry into effect the object of your petitioners as above set forth.

And Petitioner, as in duty bound, will ever pray.

M. HARVEY.

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

Mr. MACKAY gave notice that, on to-morrow, he will move for a Select Committee to consider the matters set forth in the petition of the Rev. M. Harvey, and to report thereon to this House.

Mr. RABBITS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor in Council on the petition of Malvina Ringwood.

Mr. COLLINS presented a petition from the Rev. C. Irvine and others, on behalf of Patrick Kemp, Ferryman, at Placentia, which was received and read, praying that his Salary may be increased.

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

Mr. SCOTT moved, seconded by Mr. FENELON,—

That the Bill for the Regulation of Trade be now read a second time.

Whereupon,—Mr. RORKE moved in amendment, seconded by Mr. GODDEN,

That the said Bill be read a second time this day six months.

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

Against the Amendment—12.	*For the Amendment—13.*
Mr. Bennett,	Hon. Attorney General,
" Tessier,	" Solicitor General,
" Fenelon,	" Receiver General,
" Dearin,	The Surveyor General,
" Kent,	" Chairman Board of Works,
" Nowlan,	Mr. Rorke,
" Scott,	" McNeily,
" Collins,	" Ayre,
" Conroy,	" Bowring,
" Dwyer,	" Godden,
" Little,	" Rabbits,
" Raftus.	" Kelligrew,
	" Mackay.

So it passed in the affirmative, and

Ordered,—That the said Bill be read this day six months.

Pursuant to Order of the Day the Bill to provide for the Consolidation of a portion of the Public Debt of the Colony was read a second time.

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

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

The Bill to amend Chapter 90 of the Consolidated Statutes, "Of Insolvency."

The Bill to provide for the prevention of Interments in certain cases.

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

Mr. Collins gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the petition of Patrick Kemp, praying for an increase of salary.

The Chairman of the Board of Works gave notice that, on to-morrow, he will move the House into Committee of the Whole on Roads and Bridges.

The Surveyor General gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Crown Lands' Act, or Title 13, Chapters 45 and 46 of the Consolidated Statutes.

Mr. Rabbits gave notice that, on to-morrow, he will move an address to His Excellency the Governor in Council to enquire into the necessity of establishing a Ferry at Porte-de-Grave, and to make such order as may be deemed expedient.

The hon. Receiver General gave notice that, on to-morrow, he

will ask leave to bring in a Bill to provide a Pension for Joseph Crowdy, Esq., late First Clerk in the Colonial Secretary's Office.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. Receiver General for what services or on what account the sum of $28 was paid Judge Prowse by order of the hon. Solicitor General in June, 1875, as appears by the account of the Clerk of the Peace in account with the Receiver General, of date 31st December, 1875.

Also, for what services and on what account the sum of $109 was paid to John Walsh on same order as appears by the same account.

Also, under and by what authority the hon. Solicitor General gave such orders; also, for copies of such orders.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

FRIDAY, 23rd March, 1877.

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

Imports and Exports of the Colony for 1876.

Shipping Returns for 1876.

(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 on the further consideration of Supply.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had made some progress in the Bills to them referred, and had severally agreed to a Bill for the Consolidation of a portion of the Public Debt of the Colony.

And also a Bill to provide for the prevention of Interments in certain burial grounds, which they had directed him to report to the House, and he handed the said Bills in at the Clerk's Table.

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

On motion of Mr. MACKAY, seconded by Mr. GODDEN,—

Resolved,—That a Select Committee be appointed to consider the matter of the petition of the Rev. Moses Harvey, and to report thereon to this House.

Ordered,—That Mr. Mackay, Mr. Godden, the hon. Attorney General, Mr. Little, Mr. Nowlan, and Mr. Scott, do form the Committee.

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

The House of Assembly having had under consideration the accompanying Petition of Malvina Ringwood, of Port-de-Grave, upon the subject of allowance on account of her deceased husband's services as Police Constable, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the establishment of a Ferry between Cupids and Port-de-Grave, in Concep-Bay, respectfully request that Your Excellency-in-Council will be pleased to cause enquiry to be made respecting the necessity of such Ferry, and make such order thereon as may be deemed expedient.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Patrick Kemp, of Placentia, upon the subject of an 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.

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. RECEIVER GENERAL, pursuant to notice and leave granted, presented a Bill to provide a retiring allowance for Joseph Crowdy, Esq., late Chief Clerk in the Office of the Colonial Secretary, which was read a first time.

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

Mr. DEARIN gave notice that, on to-morrow, he will move Addresses to His Excellency the Governor on the petition of John Pitts and others, of Lance Cove, Belle Isle, on the subject of some alteration on the Public Wharf there.

Also, on petition of Philip Grouchy and others, of Pouch Cove, for Capstan in connection with the Public Launch-way there.

Also, on the petition of the Rev. Reginald M. Johnston and others, in reference to increased Postal facilities between Pouch Cove and St. John's.

Ordered,—That the House, at its rising, do adjourn until Tuesday the Third April next.

Then the House adjourned until Tuesday the Third April next, at half-past Three of the Clock.

TUESDAY, 3rd April, 1877.

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

Application from His Honor Mr. Justice Robinson relating to a Retiring Allowance; also, Minutes of the Executive in reference thereto.

(For which see Appendix.)

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

He also presented to the House the following documents :—

Report of Post-Master General for 1876, with accounts and returns, Nos. 1 to 11.

Statement of the Newfoundland Screw Tug Company for 1876.

Statement of Notre Dame Bay Mining Company for 1876.

Report of Salmon Wardens for 1876.

(For which see Appendix.)

Ordered,—That the said Documents do lie upon the Table.

The following petitions, praying for grants to extend and repair roads, streets, and bridges, were severally presented, received and read :—

By Mr. Steer, from J. P. King and others, of Deer Harbor and Random Island, B. Martin and others, of Hickman's Harbor, Thomas Dalton and others, of White Rock, James Dalton and others, of Burnt Brook, J. P. King and others, of Deer Harbor, B. Martin and others, of Hickman's Harbor, George Penny and others, of Catalina, G. H. Bryant and others, of Witless Bay and Heart's Delight, B. Martin and others, of White Rocks, Random, and from Mathias Martin and others, of Northern Bight.

By hon. Receiver General, from John Goodison and others, of Otterbury for an alteration in the main North Shore Road there, and five petitions from settlements in the District of Bay-de-Verds.

By Mr. Kent, from John Diamond and others, of Pouch Cove, and forty-five petitions from settlements in the District of St. John's East.

By Mr. Dearin, from the Rev. R. M. Johnston and others, Pouch Cove, for a grant to improve the road to the schoolhouse ; also, fifteen petitions from the inhabitants of Torbay, Flat Rock, Portugal Cove, Pouch Cove and other settlements, St. John's East.

By the CHAIRMAN OF THE BOARD OF WORKS, from Wm. Snow and others, of Little Harbor and Purcel's Harbor, for a grant to make a road to the Wesleyan Church there.

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

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

The Bill to provide for a Consolidation of a portion of the Public Debt of the Colony.

The Bill to provide for the prevention of Interments in certain burial grounds.

Ordered,—That the said several Bills do pass, and

That the first Bill be entitled "An Act to Authorize the Consolidation of a portion of the Public Debt of the Colony."

That the second Bill be entitled "An Act to provide for the Prevention of Interments in certain Burial Grounds.

Ordered,—that the hon. Receiver General, Mr. Scott, the hon. Solicitor General and Mr. Kent, do take the said several Bills to the Legislative Council and desire their concurrence.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

Mr. CONROY gave notice that, on to-morrow, he will ask the Premier for a Copy of Correspondence relating to the original remuneration of members of the so-called Royal Commission, whether before or after their appointment; and also relating to their claims for and their payment of additional sums paid them in 1875.

Mr. KENT gave notice that, on to-morrow, he will ask the hon. Receiver General whether the Auditor of Public Accounts has as yet made his Report for the year 1876 to the Government, and if not why not; and if such Report has been made, why it has not been laid on the Table of the House.

Also, that, on to-morrow, he will ask the hon. and learned Premier whether arrangements are contemplated and will be carried into effect for the placing of a new and superior steamer in Conception Bay about the month of May next, as announced in the Speech of His Excellency the Governor, at the opening of the present Session of the Legislature, and if not why not? and whether he will lay on the Table of the House Copy of the Contract entered into for such steamer.

Mr. CONROY gave notice that, on to-morrow, he will move for leave to bring in a Bill for the amendment of "An Act to amend the Law relating to the Coast Fisheries," as follows:—

Whereas,—It is expedient to amend the Act, 39 Vic., Cap. 6, entitled "An Act to amend the Law relating to the Coast Fisheries," in manner hereinafter provided.

Be it enacted by the Governor, Legislative Council and Assembly in Legislative Session convened:

That the 4th Section of the said recited Act shall be held to include and apply to the jigging of Squids and to the use of any contrivance whatever, and to any mode of taking and obtaining fish for bait.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

WEDNESDAY, 4th April, 1877.

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

Report of the Auditor of Public Accounts for the year 1876.

(For which see Appendix.)

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

Mr. BENNETT presented a petition from the Rev. Thos. Hennebury and others, of Trepassey, Portugal Cove and adjacent settlements, which was received and read, praying for a grant to complete the road from thence to Cape Race.

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

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

By the SURVEYOR GENERAL, from George Shears and others, of Open Hall, and from John Warren and others, of same settlement.

By Mr. KENT, from Philip Lacey and others, of Torbay, and four petitions from the same settlement.

By Mr. BENNETT, from the Rev. E. Brennan and others, of Point Mall, for a bridge over the river at Lieutenant's Road, and at the entrance to the Gut.

By Mr. MCNEILY, from Alexander McGregor and others, for road to the Methodist Church at Goose Bay, and from John Oldford and others, of Musgrave Town, for road to the Schoolhouse there.

By Mr. DEARIN from Michael O'Brien and others, of St. John's, for repair of Freshwater Road, John Horwood and others, of St. John's for repair of road from Cemetery to New Town, Philip Kinshella and others, Freshwater, and from Thos. Caddigan and others, of Outer Cove; also, one hundred and thirty-seven petitions from residents in the settlement of St. John's East.

By Mr. STEER, from James Mason and others, of Roach's Cove, George F. Stoneman and others, of Trinity, George Oldford and others, of Bird Island Cove, and from Wm. White and others, of same settlement.

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

Mr. TESSIER presented a petition from J. P. Withycombe and others, officers of the St. Mary's Fire Brigade and residents on the South Side, which was received and read, praying for a grant to enable them to erect an Engine House there

Ordered,—That the said petition be referred to the Select Committee on the Fire Brigade.

(*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 Bills sent up, entitled respectively, "An Act to amend the Law respecting the Customs," and "An Act for the Encouragement of Maufacturing," without amendment.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

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

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Rev. R. M. Johnston and others, of Pouch

Cove, 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.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of John Pitts and others, of Belle Isle, upon the subject of Alterations in Public Wharf, respectfully request that Your Excellency will be pleased to take the same into consideration and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

The House of Assembly having had under consideration the accompanying Petition of Philip Grouchy and others, of Pouch Cove, upon the subject of a Launch Way, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill to amend the Law of Insolvency.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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 provide a Retiring Allowance for Joseph Crowdy, Esq., late Chief Clerk in the Colonial Secretary's Office, 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 Mr Tessier and Mr. McNeily be added to the Select Committee appointed to consider the desirability of revising the Law in reference to the St. John's Fire Brigade.

Ordered,—That the Committee of the Whole on Poor Relief Expenditure, stand first on the Order of the Day on Monday next.

The following petitions, praying for grants to extend and repair roads, streets, and bridges, were severally presented, received and read:—

By hon. RECEIVER GENERAL, from Bernard Hogan and others, of Northern Bay.

By Mr. BENNETT, from Wm. Christopher and others of Mall Bay, St. Mary's Bay.

By Mr. RABBITS, from Abraham Button and others, of the Dock, Bareneed, and from John Moore and others of Southern River.

By Mr. SCOTT, from Michael Hayes and others, of Old Placentia Road.

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

Mr. RABBITS presented a petition from John Butler and others, of Clark's Beach, which was received and read, praying for the construction of a Landing Wharf there.

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

Mr. SCOTT presented a petition from Bridget Connors, Widow of the late D. Connors, for over forty years a servant of the Government, which was received and read, praying that an allowance may be granted her in consideration of her husband's long services.

Mr. SCOTT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the foregoing petition of Bridget Connors.

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. the Premier to lay on the Table of the House, a full and detailed statement of the expenses connected with the St. John's Water Company for the years 1875 and 1876, inclusive, shewing the salaries, wages, contingent expenses in detail, with the names of the parties receiving stipends; and also, why Mr. John Martin received a bonus of £200, and for what; also what excess of valuation of property over 1875, and if the rate of assessment is going to be raised to consumers; also for a full and detailed statement of the Sewerage Account for 1876, shewing the amount of money borrowed for this purpose and the amount of revenue received from the St. John's Water Company to meet liabilities.

Also, for a full and detailed account of the Agricultural vote for 1876, shewing the amount expended in each Electoral District and how expended; if for stock and if the required security was taken by the Secretary for the keep of such stock during the required time; also the number of meetings held in 1876 and the average attendance.

Also, that, on to-morrow, he will move and 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 the required information to parties who will embark capital in this great Public undertaking.

Also, that, on to-morrow, he will ask the hon. Receiver General to lay on the Table of the House, a full statement of all fees of office received by the Sheriff of the Central District for the years 1874, 1875 and 1876, inclusive, and how such fees were disposed of and the amount paid over to the Colony each year.

Mr. BORKE gave notice that, on to-morrow, he will ask the hon. the Premier what decision was come to by the Government on the petition of Mrs. McCarthy, of Carbonear, praying compensation for a house pulled down by order of one of the Honorary Magistrates of that place on the occasion of a fire in order to prevent its spreading and destroying other building adjacent thereto.

Mr. LITTLE gave notice that, on to-morrow, he will ask the hon. Receiver General for a statement in detail of the amount of £1156 5s. 3d., alleged to have been expended on account of Poor Relief during the past year, and not charged in the accounts of the Commissioner of the Poor, as placed on the Table of the House by the hon. Receiver General.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

THURSDAY, 5th April, 1877.

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

By Mr. PARSONS, from Patrick Kavanagh and others, of Flat Rock, Thomas Carew and others, of Waterman's Pond, Peter Hudson and others, of Pouch Cove, John Smart and others, of Outer Cove, and from Edward Baldwin and others, of Pouch Cove.

By Mr. GODDEN, from Wm. Phellan, and others, of Spaniards' Bay.

By Mr. NOWLAN, from Thomas Larrissey and others of Conception Harbor.

By Mr. FENELON, from John Dorsey and others, of Bay Bulls' Road.

By Mr. COLLINS, from Thomas Cummins and others, of St. Mary's, River Head.

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

Mr. KELLIGREW gave notice that, on to-morrow he will ask the hon. Attorney General if the Certificates to Masters and Mates, given by our Examiner here are as effective as those given by the Board of Trade in Britain.

Mr. Rorke gave notice that, on to-morrow, he will move an address to His Excellency the Governor in Council on the petition of Robert Joyce, of Carbonear, praying compensation for injury done him by the action of the Road Board of that place erecting a retaining wall near to his dwelling-house on the main street.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to amend the "Law of Insolvency."

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 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 provide a Retiring Allowance for Joseph Crowdy, Esq., late Chief Clerk in the Colonial Secretary's Office.

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 to-morrow.

Mr. Conroy, pursuant to notice and leave granted, presented a Bill to amend the Act relating to the Coast Fisheries, which was read a first time.

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

Then the House adjourned till to-morrow at half-past Three of the Clock.

FRIDAY, 6th April, 1877.

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

The Bill to Amend the Law of Insolvency.

The Bill for granting a pension to Joseph Crowdy, Esq., late Chief Clerk in the office of the Colonial Secretary.

Ordered,—That the first Bill pass and be entitled "An Act to amend the Law of Insolvency."

Ordered,—That the second Bill pass and be entitled "An Act to provide for a pension to Joseph Crowdy, Esq., late First Clerk in the Colonial Secretary's office."

Ordered,—That the hon. Solicitor General, Mr. Conroy, the hon. Receiver General and Mr. Scott do take the said several Bills 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 Supply.

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 Tuesday next.

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

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

(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 further to amend the Criminal Law," with an amendment, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

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

The Amendment of the Legislative Council in and upon the Bill sent up from the Assembly, entitled, "An Act further to amend the Criminal Law," was read as follows :—

First section, at the end of the fourth line, after the word "labor," insert the words "and with or without any other punishment to which such offenders may by Law be liable."

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

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Bridget Connors, of St. John's, upon the subject of compensation for her husband's long services, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Robert Joyce, of Carbonear, upon the subject of compensation for damage done him by the Board of Road Commissioners, respectfully request that Your Excellency will be pleased to take the same into consideration and make such order thereon as may appear reasonable.

Mr. KENT gave notice that, on to-morrow, he will ask leave to introduce a Bill relating to the liabilities of Trustees and Executors.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. the Receiver General why the sum of three hundred dollars were paid to D. W. Prowse and Mr. Lilly, for account of the Quarantine Act, 1876.

Mr. MCNEILY gave notice that, on to-morrow, he will ask the hon. the Premier whether it is the intention of the Executive to declare forfeited any Mining Grants upon which the expenditure required by law has not been made within the prescribed time, if so, what grants

will be declared so forfeited, if such forfeiture is intended to be generally applied to all grants which (*stricti juris*) are forfeitable, or whether the Executive purpose selecting for forfeiture what they may conceive to be the most eligible forfeitable grants; also, for a return of the names of grantees with details of mining grants now forfeitable for non-expenditure within the time prescribed by law of the sums required to be expended.

Then the House adjourned until Monday next, at half-past Three of the Clock.

MONDAY, 9th April, 1877.

Mr. DEARIN presented thirteen petitions from Wm. Corcoran and others, of Pouch Cove and settlements in St. John's East, which were severally received and read, praying for grants to repair and extend roads in those settlements.

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

Mr. FENELON presented petitions from James McLoughlan and others, of Lion Square, James King and others, of Broad Cove, Patrick Cramp and others, of Freshwater and Topsail road, John Mulowney and others, of Deer's Marsh and Bay Bulls' road, George Ruby and others of Diamond Marsh road.

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

Mr. KENT presented a petition from James Mellis and others, of St. John's, which was received and read, praying for an increase of the number of Public Gas Lamps in St. John's.

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

Mr. BENNETT gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the petition presented to

the House from the inhabitants of Trepassey, Portugal Cove and adjacent settlements, praying for the construction of a road between Trepassey and Cape Race.

(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 authorise the Consolidation of a portion of the Public Debt of this Colony," without amendment.

Also, the Bill sent up, entitled, "An Act to provide for the prevention of Interments in certain Burial Grounds," with an amendment to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

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

The amendments on the Bill sent up from the Assembly entitled, "An Act to provide for the prevention of Interments in certain Burial Grounds," were read a first time and are as follows:—

After the title insert the following:—

"Be it enacted by the Governor, Legislative Council, and Assembly in Legislative Session convened, as follows."

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. SOLICITOR GENERAL and Mr. KENT 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 resolutions on Poor Relief expenditure.

Mr. SPEAKER left the Chair.

Mr. GODDEN took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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 further to amend the Criminal Law," 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 the hon. SOLICITOR GENERAL and Mr. FENELON do take the Message to the Legislative Council.

The hon. ATTORNEY GENERAL, from the Select Committee to whom was referred the Bill respecting the Election of Members of the General Assembly, presented the Report, which he handed in at the Clerk's Table, where it was read as follows:—

COMMITTEE ROOM,
House of Assembly,
4th April, 1877.

The Select Committee, to whom was referred the Bill respecting the Election of Members of the General Assembly, beg to report that they have considered the Bill to them referred, and beg to submit the Bill in as amended for the consideration of the House.

F. B. T. CARTER,
Chairman.

ALEX. J. W. McNEILY,
J. J. LITTLE.

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

The hon. ATTORNEY GENERAL, from the Select Committee, to whom was referred the petitions of J. W. Smith, Manager of the Union Bank, and Robert Brown, Manager of the Commercial Bank, presented their Report, which he handed in at the Clerk's Table where it was read as follows:—

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
5th April, 1877.

The Select Committee appointed by your Honourable, to whom was referred the petition of John W. Smith, Manager of the Union Bank, and Robert Brown, Manager of the Commercial Bank, have considered the said petition and taken evidence thereon, which they hereunto annex, and as their Report, beg to submit the accompanying Bills for the consideration of the House.

F. B. T. CARTER,
Chairman.

ALEX. J. W. McNEILY,
CHAS. BOWRING,
JOHN RORKE,
J. J. DEARIN.

(For which see Appendix.)

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

The hon. ATTORNEY GENERAL, in accordance with the foregoing Report, presented a Bill to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof, and a Bill to continue and amend the Act for the Incorporation of the Commercial Bank of Newfoundland and the Acts in amendment thereof; also, a Bill relating to the amendment of the Law in reference to Banking and Bills of Exchange, which, on leave granted, were severally read a first time.

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

The hon. RECEIVER GENERAL gave notice that, on to-morrow, he will ask leave to introduce a Bill to indemnify His Excellency the

Governor, for certain sums of money advanced from the Colonial Treasury for the Public Service.

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Solicitor General, when the Committee on the St. John's Fire Brigade will bring in their Report, and why said Committee has not already reported.

Mr. KENT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of James Mellis and others, of St. John's, with reference to increasing the number of Gas Lamps in Water Street.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

TUESDAY, 10th April, 1877.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the Bill respecting the Election of Members of the General Assembly.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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 following Bills were severally read a second time:—

The Bill to continue and amend the Act to Incorporate the Union Bank.

The Bill to continue and amend the Act to Incorporate the Commercial Bank.

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

The honourable the ATTORNEY GENERAL gave notice that, on to-morrow, he will ask leave to introduce a Bill for the retirement of Mr. Justice Robinson.

Also, a Bill to regulate the Inspection of Mines.

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

The House of Assembly having had under consideration the accompanying Petition of James Mellis and others, upon the subject of Lighting the Streets of St. John's, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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 leave granted, presented a Bill to Indemnify His Excellency the Governor for certain sums of money advanced by him from the Public Treasury, which was read a first time.

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

Then the House adjourned till to-morrow, at half-past Three of the Clock.

WEDNESDAY, 11th April, 1877.

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

By Mr. DEARIN, from Richard Ryan and others, of Torbay, and nine petitions from the inhabitants of Flat Rock and settlements in St. John's East.

By Mr. KENT, from John Doody and others, of Torbay, and ten petitions from the inhabitants of Flat Rock and settlements in St. John's East.

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

By the SURVEYOR GENERAL, from Wm. Combs and others, of Newman's Cove, James Long and others, of Open Hall, and the Rev. A. E. Bayley and others, of Bonavista, and Upper and Lower Amherst Cove.

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

Mr. TESSIER presented a petition from Patrick McGrath and others, of St. John's, which was received and read, praying for the extension of the Flower Hill Fire Break to the Le Marchant Road.

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

He also presented a petition from Clift, Wood and Co., and others, merchants and traders in St. John's, which was received and read, praying that a subsidy may be granted to the company about to establish a line of steamers between New York, Halifax and St. John's.

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

Mr. McNeily presented a petition from Richard Brace, late Gaoler, which was received and read, setting forth that, for a term of years he was Gaoler in St. John's and had received six months leave of absence upon half salary, to enable him to proceed to the United States to obtain medical advice: That an agreement was entered into with him, after his leave of absence, by which he was to receive a pension of fifty pounds per annum, which sum ceased in the year 1870, notwithstanding the arrangement made, and praying that enquiry may be had into the statements set forth in the petition, and if found correct, that the arrears due him be paid and his allowance of fifty pounds per annum continued.

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

Mr. Watson presented a petition from Aaron Parrot and others, of Scilly Cove, and from James James and others, of Hant's Harbor, which were severally received and read, setting forth that in their opinion the services of Professor Hind are not required to develope the fishery resources of this Colony.

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

Mr. Kent presented a petition from Levi Pippy and others, of Pouch Cove, which was received and read, praying for a grant to open a road to some farms near that settlement.

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

Mr. Rabbits presented petitions from James B. Butler and others, of Port-de-Grave, and from W. Anderson and others, of same settlement, which were severally received and read, praying for road grants.

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

Mr. KENT presented a petition from Mary Leahy, wife of Martin Leahy, retired Constable, which was received and read, praying that his retiring allowance may be increased.

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

The hon. SOLICITOR GENERAL presented a petition from John Benson and others, of Grate's Cove, which was received and read, praying for a grant to build a Bridge and Landing-place at the Wharf Rock there.

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

The hon. SOLICITOR GENERAL presented a petition from Wm. Medus and others, of Grate's Cove, which was received and read, praying that a penalty may be imposed upon persons using cod-floats in prosecuting the fishery.

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

Mr. MACKAY presented a petition from Chas. De Quitteville and others, Magistrates and Grand Jurors of Burgeo, which was received and read, praying for the erection of a Court-house and Lock-up there.

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

Mr. TESSIER presented a petition from Ann Shaw, widow of the late John Shaw, Chainman in the Surveyor General's Office, which was received and read, praying that a pension may be granted her in consideration of her late husband's long services.

Ordered,—That the said petition do lie on the Table.

Mr. CONROY presented a petition from John Battcock and others, of Brigus, which was received and read, praying for a grant to build a Breakwater between the mainland and the island.

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. AYRE, from Samuel Laurence and others of Mortier Bay.

By the hon. SOLICITOR GENERAL, from Martin Miller and others, of Salmon Cove, David Currie and others, of Britannia Cove.

By Mr. MACKAY, from P. H. Sorsorliel and others, of Rose Blanche, and from T. Ridout and others, of Harbor Le Cou.

By the hon. RECEIVER GENERAL, from Simeon March and others, of Northern Bay, P. Kirby and others, of Bay-de-Verds, Richard Penny and others, of Blow-me-down, and from Thos. Wareham and others, of same place.

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

Mr. DEARIN gave notice that, on to-morrow, he will ask the hon. the Premier for a return of the appropriation of the sum of $340 appearing in the Public Accounts under the head of Labrador expenditure.

Mr. MCNEILY gave notice that, on to-morrow, he will move for the appointment of a Select Committee to enquire into the claims of Richard Brace, as set forth in his petition to this House.

Mr. TESSIER gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the petition from the inhabitants of St. John's, respecting the opening of Flower Hill Fire-break.

Also, on the petition for a subsidy to be allowed the New York Line Steamers, making steam communication with St. John's.

Mr. KENT gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the petition of Mary Lahy, praying that the pension of her husband, Martin Leahy, lately a Police-Constable, be replaced at its original amount of fifty pounds per annum.

Mr. KENT, pursuant to notice and leave granted, presented a Bill relating to the duties and liabilities of Trustees and Executors, 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 leave granted, presented the following Bills, which were severally read a first time:—

The Bill to provide a Retiring Allowance to the hon. Mr. Justice Robinson.

The Bill to regulate for the Inspection of Mines.

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

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

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill respecting the Election of Members for the General Assembly.

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. Speaker resumed the Chair.

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

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

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to the Bills to them referred and had severally agreed to—

The Bill to Continue and Amend the Act for the Incorporation of the Union Bank.

And the Bill to Continue and Amend the Act for the Incorporation of the Commercial Bank.

And he handed the said several Bills in at the Clerk's Table.

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

Pursuant to Order of the Day the Bill to Indemnify His Excellency the Governor for certain Expenditure on account of the Public Service, 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.

Mr. SCOTT gave notice that, on to-morrow, he will ask the Chairman of the Board of Works, whether it is the intention of the Board of Works to have a crossing laid from the south side of Water street to Holdsworth street, and whether any crossing is to be laid in that vicinity, and if so what is the exact location.

The hon. ATTORNEY GENERAL gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the subject of a Despatch from Lord Carnarvon, dated 23rd March, 1876, respecting the appointment of Officials on that part of the coast where the French can exercise fishing rights.

Also, he will ask leave to bring in a Bill for the appointment of Wrecked Commissioners in this Island.

Then the House adjourned till to-morrow at half-past Three of the Clock.

THURSDAY, 12th April, 1877.

Mr. PARSONS presented a petition from Nicholas Roach and others, of Middle Cove, and eight petitions from Flat Rock and other settlements in St. John's East, which were severally received and read, praying for grants to repair roads in those localities.

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

The hon. RECEIVER GENERAL presented a petition from Robert Wareham and others, of Salmon Cove, which was received and read, praying for a grant to make a road from thence to the Main Road.

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

Mr. CONROY presented a petition from Marmaduke Clow, of Ferryland, which was received and read, praying that he may be re-embursed for travelling expenses on public business.

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

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

The Bill to amend the Law relating to the Coast Fisheries.

The Bill to continue the Act for the Incorporation of the Union Bank.

The Bill to contiuue the Act for the Incorporation of the Commercial Bank.

Ordered,—That the first Bill do pass, and be entitled an Act for the amendment of "An Act to Amend the Law relating to the Coast Fisheries."

Ordered,—That the second Bill do pass, and be entitled "An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in Amendment thereof.

Ordered,—That the third Bill do pass and be entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank of Newfoundland and the Acts in amendment thereof.

Ordsred,—That the hon. ATTORNEY GENERAL, Mr. CONROY and Mr. ROBKE, take the several Bills to the Legislative Council and desire their concurrence.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill to Indemnify His Excellency the Governor, for certain sums of money advanced by him on account of the Public Service.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

After some time Mr. KELLIGREW resumed the Chair of the Committee.

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

And the said Amendment having been read 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. the PREMIER gave notice that, on to-morrow, he will ask leave to bring in a Bill to Amend Chapter 6, of the Consolidated Statutes, entitled of "Legislative Disabilities."

Mr. SCOTT gave notice that, on to-morrow, he will ask the hon. Solicitor General whether an arrangement has ever been made, or now exists between the Government or any one on its behalf, and the Sheriff of the Northern District, under which that gentleman is permitted to retain the fees of his office, and whether, as a matter of fact, the said Sheriff is allowed to retain all the fees of the office of Sheriff of the Northern District.

Also, whether any sums of money is paid out of fines imposed and collected for infringment of the License Law, to any legal gentleman

engaged in prosecuting cases under said Law for the Police, and, if so, whether the fees so paid are charged or chargeable to the informer's share or the moiety belonging to the Treasury; and, also, if such payments be made on whose authority are they made.

Then the House adjourned till to-morrow at half-past Three of the Clock.

FRIDAY, 13th April, 1877.

Pursuant to Order of the Day, the engrossed Bill to indemnify His Excellency the Governor for certain payments made by him on account of the Public Service, was read a third time.

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. COLLINS do take the Bill to the Legislative Council for their concurrence.

(*A Message from the Legislative Council.*)

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 provide for a pension to Joseph Crowdy, late first Clerk in the Colonial Secretary's office," without amendment.

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 an Act passed in the 39th year of the Reign of Her present Majesty, entitled an Act to amend an Act passed in the 38th year, entitled, an Act respecting Certificates to Masters and Mates," to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

Ordered,—That the said messages do lie upon the Table.

The Bill sent down from the Legislative Council, entitled "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty," 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," was read a first time.

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

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

Ordered,—That the Committee stand first on the Order of the Day for Tuesday next.

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

The Bill to amend the law in relation to Banking and Bills of Exchange.

The Bill for the retirement of the hon. Mr. Justice Robinson.

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

On motion of Mr. McNeily, seconded by Mr. Rorke,—

Resolved,—That a Select Committee be appointed on the petition of Richard Brace.

Ordered,—That Mr. McNeily, Mr. Rorke, Mr. Watson, Mr. Scott and Mr. Dwyer, do form the Committee.

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

To His Excellency Sir John H. Glover, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

May it please your Excellency,—

The House of Assembly having had under consideration the accompanying Petition of Mary Lahey, St. John's, upon the subject of compensation to her husband for long police services, respectfully request that your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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, pursuant to notice and leave granted, presented a Bill respecting the appointment of Wreck Commissioners, which was read a first time.

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

Mr. Conroy gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the petition of Mr. Marmaduke Clow, compensation for travelling expenses.

Mr. FENELON gave notice that, on to-morrow, he will ask the Surveyor General why the following sums, viz. :—

March 24	$60
April 29	46
June 16	84

said to have been paid T. W. Salter as charged in the detailed statement of expenditure of Crown Lands' Act, where not charged under the head of carrying out Crown Lands' Act, being for services in connection with the Surveyor General's Office, and where not included in the Indemnity Bill of this Session.

Then the House adjourned till to-morrow, at half-past Three of the Clock.

MONDAY, 16th April, 1877.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill respecting the Election of Members of the General Assembly.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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.

On motion that the report be adopted,—

Mr. McNeily moved in amendment, seconded by Mr. Little,—

That the 58th section be amended by expunging the words "or given" and the words "or other place" in the second line, and all the words after "offence" in the fifth line.

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

For the Amendment—13.	*Against the Amendment—11.*
Hon. Solicitor General,	Hon. Attorney General,
Mr. McNeily,	" Receiver General,
" Conroy,	The Chairman Board of Works,
" Dearin,	" Surveyor General,
" Collins,	Mr. Bowring,
" Scott,	" Ayre,
" Kent,	" Mackay,
" Bennett,	" Watson,
" Little,	" Kelligrew,
" Nowlan,	" Steer,
" Dwyer,	" Godden.
" Tessier,	
" Fenelon.	

So it passed in the affirmative, and

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 Law in relation to Banking and Bills of Exchange.

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 said Bill be engrossed and read a third time to-morrow.

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

The Bill to amend the Act respecting Certificates to Masters and Mates.

The Bill to amend the Law respecting the appointment of Commissioners of Wrecked Property.

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

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 on Roads and Bridges.

And the House resolved itself into Committee accordingly.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

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

To His Excellency Sir JOHN H. GLOVER *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly respectfully call the attention of your Excellency to the great desirability of initiating such measures as may

place this House in a position to practically deal with the question of constructing a Railway from St. John's to Carbonear.

To this end the House of Assembly respectfully request that your Excellency would be pleased to direct and proceedings to be taken to ascertain how far the Railway Survey, already made, can be utilized in forwarding the proposed line of Railway now favorably brought under the consideratin of the House of Assembly, and to cause to be made a further Survey from Holyrood to Carbonear.

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. G., Governor and Commander-in-Chief in and over the Island Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying petition of the inhabitants of St. John's West, upon the subject of the opening of 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.

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying petition of the inhabitants of St. John's, upon the subject of Steam Communication between Halifax, New York and St. John's, respectfully request that your Excellency will be pleased to take the same into consideration and make such order thereon as may appear reasonable.

To His Excellency Sir JOHN H. GLOVER,
K. G. C. M. C., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying petition of Marmaduke Clow, of Ferryland, upon the subject of compensation for travelling expenses, respectfully request your Ex-

cellency will be pleased to take the same into consideration and make such order thereon as may appear reasonable.

Ordered.—That the said several Addresses be engrossed and presented to his Excellency the Governor by such members of the House as are of the hon. Executive Council.

The hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a bill to amend Cap. 6, of Consolidated Statutes, entitled of "Legislative Disabilities," which was read a first time.

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

The hon. SOLICITOR GENERAL, from the Select Committee, to whom was referred the petition of the Right Rev. J. B. Kelly, Doctor of Divinity, Bishop of Newfoundland, and A. O. Hayward, of St. John's, Barrister-at-Law, praying for certain powers to be conferred upon the Diocesan Synod of Newfoundland, relative to certain land and other property, presented the Report which he handed in at the Clerk's Table, where it was read as follows :—

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
April 14, 1877.

In the matter of the Petition of the Right Reverend JAMES B. KELLY, *Doctor of Divinity, Bishop of Newfoundland, and* AUGUSTUS O. HAYWARD, *of St. John's, Barrister at Law, praying for certain powers to be conferred upon the Diocesan Synod of Newfoundland, relative to certain Land and other Property.*

The Select Committee appointed to enquire into matters set forth in the above-mentioned Petition, beg to report that they have taken the evidence of the said Augustus O. Hayward, which is hereto annexed. They are of opinion that no private interests will be affected by acceding to the prayer of the Petitioners, and as their Report the Committee beg to present the Bill annexed.

W. V. WHITEWAY,
Chairman.
ROBERT J. KENT,
ALEX. J. W. McNEILY.

(For which see Appendix.)

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

The hon. SOLICITOR GENERAL, in accordance with the foregoing Report, on leave granted, presented a Bill for the more effectual transfer of certain Church of England properties to the Diocesan Synod of Newfoundland, which was read a first time.

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

The hon. SOLICITOR GENERAL gave notice that, on to-morrow, he will move an address to His Excellency the Governor, on the subject of Lines of Telegraphy to Bonavista Bay and on the West Coast to Betts Cove and Tilt Cove.

Mr. BENNETT, pursuant to notice, seconded by Mr. COLLINS, presented the draft of an Address to His Excellency the Governor, which he handed in at the Clerk's Table, where it was read a first time as follows :—

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief, in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying petition from the inhabitants of Trepassey, Portugal Cove, and other settlements, situated between Cape Race and Trepassey, representing in the cause of humanity the necessity for making a road and the requisite bridges throughout the length of that coast the dangers of which extend westerly from Trepassey to Cape Pine and St. Shotts, respectfully submit for Your Excellency's consideration evidence in proof of those dangers, in the countless numbers of shipwrecks that have from time to time occurred there, and the loss of life that has resulted therefrom. Witness the truly melancholy case of the loss of the *George Washington* bound from Halifax to this port, in the month of January last, and the horrifying picture it presented in the mangled remains of human beings cast on shore ; also, consider what must have been the condition of any of the crew and passengers at that inclement season of the year, had they happily escaped from a watery grave, without roads or bridges to conduct them to a place of safety.

The petitioners pray not for the safety and convenience of themselves only, although two persons had lost their lives the preceding winter for the want of such a road to direct them, but also for the benefit of the large population residing to the westward, whose boats and vessels are constantly passing to and fro at all seasons of the year; and of the crews and passengers of the large fleet of vessels passing from St. John's, Harbor Grace, and other parts of the island, to the Western Coast, to Halifax and other parts of the Dominion of Canada, to the United States, to the West Indies, and to Brazils, and returning therefrom; and likewise, for the benefit of the outer world unconnected with the commerce of this Island—many vessels, steamers as well as sailing vessels, carrying passengers, have been wrecked on that shore on their voyages to and from the Dominion of Canada and the United States and Europe. The claims of humanity require that the road be made, and more particularly, that the line of road be blazed and sufficiently marked, and that a bridge over the Biscay Bay Gut and River, and another over the North-West River of Trepassey be promptly built, so as to afford any unfortunate shipwrecked persons who may happily survive, some guide to a place of safety, and that they may not be subjected to the fearful lingering and more terrible death to which they would be exposed in the absence of any such guide.

The House of Assembly request that your Excellency will be pleased to take the said petition into your favorable consideration, and make such order thereon, by special grant or otherwise, as may be deemed requisite.

Ordered,—That the said Address be referred to the Select Committee on Main Lines of roads.

Then the House adjourned till to-morrow at half-past Three of the Clock.

TUESDAY, 17th April, 1877.

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

By the hon. RECEIVER GENERAL, from George Sparks and others, of Lower Island Cove, Francis Jacobs and others, of Northern Bay, John Johnson and others, of Northern Bay, F.W. Pike and others, of Lower Island Cove, and from John Sparks and others, of Lower Island Cove.

By Mr. DEARIN, from Philip Goss and others, of Torbay, Wm. Snow and others, of Pouch Cove and from P. Hullohan and others, o Freshwater.

By Mr. WATSON, from Wm. Kavanagh and others, of Old Perlican, Elias March and others, of same place, and Wm. Gulliford and others, of Random.

By Mr. STEER, from Thomas Frampton and others, of Smith's Sound.

By Mr. KENT, from Thomas Codner and others, of Torbay.

By the CHAIRMAN OF THE BOARD OF WORKS, from James Annesty and others, of Purcell's Harbor.

By the SURVEYOR GENERAL, from John Haw and others, of Pinchard's Island.

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

The SURVEYOR GENERAL presented a petition from James Vivian and others, of Shambler's Cove, near Greenspond, which was received and read, praying for a grant to complete the road towards New Harbor.

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

He also presented a petition from George Maidman and others, of Shambler's Cove, which was received and read, praying for compensation for the use of his wharf by the public.

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

The hon. RECEIVER GENERAL presented a petition from B. T. H. Gould and others, of Spout Cove, which was received and read, praying for the construction of a Slip to enable them to place their boats in safety in rough weather.

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

On motion of Mr. MCNEILY, seconded by the hon. RECEIVER GENERAL,—

Resolved,—That a Message be sent to the Legislative Council requesting that the hon. E. D. Shea, a Member of the Council, have leave to attend on, and give evidence before, the Select Committee appointed to enquire into the petition of Richard Brace, late Gaoler of St. John's.

Ordered,—That Mr. MCNEILY and Mr. KENT do take the Message to the Legislative Council.

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

The Bill respecting the Election of Members of the General Assembly.

The Bill to amend the Law relating to Banking and Bills of Exchange, and for other purposes.

Ordered,—That the first Bill pass and be entitled, "An Act respecting the Election of Members of the General Assembly."

Ordered,—That the second Bill pass and be entitled "An Act to amend the Law in relation to Banking and Bills of Exchange, and for other purposes."

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

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

Resolved,—That it is the opinion of this Committee, that there should 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, 1877.

The Private Secretary to the Governor, nine hundred and twenty-four dollars.

First Clerk in the Colonial Secretary's Office, one thousand one hundred and twenty-four dollars.

Second Clerk in the Colonial Secretary's Office, eight hundred dollars.

Clerk in Receiver General's Office, one thousand one hundred and twenty-four dollars.

Draghtsman 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 Public Buildings and Lighthouses, one thousand dollars.

Clerk in office of Inspector of Public Buildings and Light-houses 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.

Assistant Clerk in Board of Works Office, four hundred dollars.

Messenger in Board of Works Office, two hundred and fifty dollars.

Auditor of Public Accounts, one thousand 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, ninety-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.

Circuit of Judges, five thousand six hundred dollars.

St. John's and Outport Police and Incidentals, thirty-one thousand six hundred and twenty dollars.

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 of the St. John's Penitentiary, three hundred dollars.

Two Assistants, St. John's Penitentiary, five hundred dollars.

Keeper of the 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 Ferryland, eight hundred dollars.

A Magistrate at St. Mary's, two hundred and eighty dollars.

A Magistrate at Twillingate, eight hundred and thirty dollars.

A Magistrate at Fogo, seven hundred dollars.

A Magistrate at Burin, eight hundred dollars.

A Magistrate at Placentia, eight hundred dollars.

A Magistrate at Grand Bank, seven hundred dollars.

A Magistrate at Harbor Briton, 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 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 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.

One Constable at Twillingate, one hundred and sixteen dollars.

One Constable at Fogo, fifty-six dollars.

One Constable at Witless Bay, 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.

One Constable at Burgeo, fifty-six dollars.

One Constable at Spaniard's Bay, fifty-six dollars.

One Constable at Channel, fifty-six dollars.

One Constable at Trepassey, fifty-six dollars.

A Gaoler at Brigus and Port-de-Grave, sixty dollars.

A Gaoler at Harbor Grace, five hundred dollars.

A Gaoler at Trinity, one hundred and sixty 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 Goaler 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 of the Poor, seven hundred dollars.

Assistant Inspector of the Poor, 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, eighty thousand dollars.

Servants and Paupers, Lunatic Asylum, eighteen thousand dollars.

Servants and Paupers, Hospitals, 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 Collinet, 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. Laurence, forty-seven dollars.

Ferryman 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 Briton, one hundred and twenty dollars.

Ferryman at Harbor Briton to Jersey Harbor, one hundred and forty dollars.

Ferryman at Burgeo to LaPoile, one hundred and twenty dollars.

Ferryman at La Poile 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 River Head, St. Mary's, fifty dollars.

Ferryman at Greenspond to main land, eighty dollars.

Two Men at Fort Amherst, for Fog Gun, one hundred dollars.

One Man at Signal Hill, for Noon Gun, forty-eight dollars.

Ammunition, for Fog and Noon Guns, eight hundred dollars.

Two men's salaries, Block-house Signal Station, three hundred and eighty dollars.

Fuel and Light, for Block House, seventy dollars.

Chronometer Time, for Noon Gun, 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, six hundred dollars.

Repairs Hospitals, two thousand dollars.

Repairs Custom House, four hundred dollars.

Repairs Colonial Building, eight hundred dollars.

Repairs Block House, two hundred dollars.

Repairs Imperial Property handed over to Newfoundland, five hundred dollars.

Repairs Drill Shed, two hundred 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, seven thousand dollars.

Postal Steam to the Westward, twenty-four thousand six hundred dollars.

Postal Steam to the Northward, seventeen thousand seven hundred and sixty dollars.

Postal Steam to the Labrador, seven thousand dollars.

Postal Steam to Conception Bay, six thousand five hundred 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 one 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.

Postages, Incidentals, and Telegrams, eight 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.

Unforseen contingencies, two thousand three hundred and seven dollars.

Postal Service, twenty-six thousand dollars.

Repairs of Town Clock, sixty-nine dollars and twenty-three cents.

Carrying out Crown Lands' Act, three hundred and forty dollars.

Geological, Mineral and Land Survey, five thousand dollars.

Salary of Inspector Weights and Measures, ninety-three dollars.

Cleansing St. John's Streets, one thousand six hundred dollars.

Newfoundland Almanack, 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.

To encourage Home Industries, one thousand dollars.

Special Vote for Public Works, twenty thousand dollars.

For Laundry and Wash-room, Lunatic Asylum, one thousand dollars.

For Day-room, Females Ward, Lunatic Asylum, one thousand dollars.

Chief Examiner Masters and Mates and Harbor Master, one thousand nine hundred and twenty dollars.

Assistant Examiners and Boat hire, &c., eight hundred dollars.

To encourage Instructors Masters and Mates, five hundred dollars.

Keeper Kerosene Oil Store, five hundred dollars.

To encourage Bank Fishery, two thousand dollars.

To encourage Shipbuilding in the Colony, twelve thousand dollars.

Protection Western Herring Fishery, one thousand two hundred dollars.

Sheep Protection Act, five hundred dollars.

To educate Deaf, Dumb and Blind, five hundred dollars.

To carry out Scientific Explorations on Northern Labrador, two thousand dollars.

To Salvors, on fish saved from Schooner *Annie*, one thousand seven hundred dollars.

On motion that the Report be adopted,—

Mr. LITTLE moved in amendment, seconded by Mr. BENNETT,—

That the resolution appropriating "$2,000 to carry out Scientific Explorations" be expunged.

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

For the Amendment—11.

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

Against the Amendment—14.

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

So it passed in the negative.

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

Ordered,—That the said resolutions be adopted.

The hon. Receiver General, in accordance with the resolutions reported from the Committee of the Whole on Supply, on leave granted, presented a Bill for granting to Her Majesty a sum of money for defraying the expenses of the Civil Government of the Colony which was read a first time.

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

The hon. Attorney General presented to the House a Letter from the Anglo-American Telegraph Company, respecting the extension of Telegraphy.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

Mr. MACKAY, from the Select Committee, to whom was referred the petition of the Rev. Moses Harvey, praying for on Act to Incorporate the Presbyterian Body of Newfoundland, 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, 1877.

The Select Committee, to whom was referred the petition of the Rev. Moses Harvey, have considered the matter to them referred, and have taken evidence thereon which they hereunto annex, and as their Report, beg to submit the accompanying Bill for the consideration of the House.

A. M. MACKAY,
Chairman.

F. B. T. CARTER,

J. GODDEN,

J. J. LITTLE.

(*For which evidence see Appendix.*)

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

Mr. MACKAY, in accordance with the foregoing Report, on leave granted, presented a Bill for the Incorporation of the Presbyterian Body in Newfoundland and for other purposes, which was read a first time.

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

The hon. SOLICITOR GENERAL, from the Select Committee appointed for the purpose of considering the advisability of revising the Law relating to the St. John's Fire Brigade, presented the Report which he handed in at the Clerk's Table, where it was read as follows :—

COMMITTEE ROOM,
House of Assembly,
17th April, 1877.

The Select Committee of your honourable House, appointed for the purpose of considering the desirability of revising the law relating to the St. John's Fire Brigade, and to report thereon to this House, beg to report that your Committee have endeavoured to obtain the evidence of parties whom they deemed competent to give testimony upon the important subject to them referred, but whilst thanking those who afforded information, they regret that many of those from whom they sought such evidence have failed to afford it.

Your Committee have devoted much attention to the matter in question, and beg to report that they are of opinion that a Volunteer Fire Brigade be organized by the directory of the General Water Company.

That the said Brigade shall consist of three Companies, not to exceed fifty men each, exclusive of officers, and that the officers shall be a Captain, two Lieutenants, and one officer who shall be Treasurer and Secretary; two of the said Companies to be for the north side and one Company for the south side of the harbor of St. John's.

That the Brigade shall be under the control of a General Superintendent, to be appointed by the Governor in Council, at a suitable salary which in the opinion of your Committee, shall not exceed four hundred dollars per annum.

That the Brigade shall be governed by rules to be made by the General Water Company, subject to the approval of the Governor in Council.

That the Fire Wardens shall be the directory of the General Water Company, the Superintendent of the Brigade, the Inspector of Police, the Captains of Companies, and the Engineer of the General Water Company, with such rules of precedence as may be determined by the Governor in Council.

That each Company be paid an annual sum to aid in providing it with suitable clothing, and to establish a fund for relief in case of accident.

That for the purpose of defraying the cost of maintaining the said Fire Brigade, which your Committee estimates at about five hundred dollars per annum, your Committee recommends that four-sixths of such amount be raised as at present under chapter 84, section 6 of the Consolidated Statutes, one-sixth by assessment upon the property on the south side of the harbor of St. John's, between Vail's Bridge and Fort Amherst, and the remaining one-sixth by levying a percentage on the premiums of insurance received by Fire Insurance Companies doing business in St. John's.

Your Committee further recommend that four stations with fire alarm bells be established as follows:—one in the centre and one each at the east and west ends of the town, in connection with Police Stations at these localities, and that there shall be one station with fire-alarm bell in a central position on the south side of the harbor.

All which is respectfully submitted,

W. V. WHITEWAY,
Chairman.

A. M. MACKAY,
LEWIS TESSIER,
ROBERT J. KENT,
M. FENELON,
ALEX. J. W. McNEILY.

(For accompanying evidence see Appendix.)

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

Then the House adjourned till to-morrow, at half-past Three of the Clock.

WEDNESDAY, 18th April, 1877.

The hon. RECEIVER GENERAL presented a petition from Timothy Doyle and others, of Gull Island, G. S. Chamberlain and others, of Caplin Cove, Arthur Doyle and others, of Bull Island, and from Andrew Colford and others, of Red Lands, which were severally received and read, praying for grants to open and repair roads and bridges in those localities.

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

Mr. DEARIN presented petitions from James Canfield and others, of Torbay, Wm. Martin and others of Flat Rock; also, from Patrick Croke and Thos. McDonald and others, of Torbay, which were received and read, praying for grants to open and repair roads and bridges.

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

(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 a Bill, entitled "An Act to amend the Education Act, 1876," to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

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

The Bill sent down from the Legislative Council, entitled "An Act to amend the Education Act," was read a first time.

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

On motion of the hon. ATTORNEY GENERAL, seconded by the hon. SOLICITOR GENERAL,—

Resolved—That the following Address be presented to His Excellency the Governor;—

To His Excellency Sir JOHN H. GLOVER, *K. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly have had under consideration the despatch of the Right Hon. the Earl of Carnarvon, of the 23rd January last, upon the appointment of officials upon that part of the coast of this colony, where the French can exercise certain fishery rights under Treaty, and the House would respectfully express the satisfaction with which they have received this emphatic sustainment by Her Majesty's Government of a right of inherent sovereignty possessed by the Crown over the whole of Newfoundland and its dependencies.

That your Excellency in Council may be enabled promptly to cause that portion of the Island in question to be placed under the control of legally constituted authority, this House respectfully request that your Excellency will be pleased to proceed with the appointment of two Magistrates, who shall also be collectors of the Customs' Revenue, one to be stationed on the west, and the other on the north-east coast, at the most convenient localities, at a salary to each Magistrate of sixteen hundred dollars, with a per centage upon all Customs' duties collected by him, not to exceed four hundred dollars a year.

If it should be deemed requisite for the better protection of the Revenue that Preventive Officers be placed on other parts of the coast above referred to, the House would respectfully recommend that these appointments should be made with such other arrangements in connection therewith as to your Excellency in Council may appear conducive to the interest of this service.

The House would respectfully request your Excellency to cause them to be furnished during the next Session of the Legislature with a full report of the proceedings adopted on this matter and of the results so far accomplished.

Ordered,—That the Address be engrossed and that a message be sent to the Legislative Council requesting their concurrence therein.

Ordered,—That the hon. ATTORNEY GENERAL and Mr. BENNETT do take the Address to the Legislative Council.

The hon. SOLICITOR GENERAL moved, seconded by the hon. RECEIVER GENERAL,—

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,

The House of Assembly having had under consideration the report of the Select Committee on the subject of Telegraphy, dated in April, A. D. 1876, the address of this House thereu on, dated the 25th day of April, A. D. 1876, and also a communication from the Anglo-American Telegraph Company, dated the 31st day of January, A. D. 1877, respectfully request that your Excellency in Council will be pleased to take the same into consideration, and adopt such means as may be deemed necessary, at a cost not exceeding the sum of twenty-five thousand dollars, for the construction of a line of Telegraphy between Heart's Content and Bonavista Bay, and further, that your Excellency in Council will be pleased to cause a survey to be made from Garia, or a port on the South coast *via* St. George's Bay, Bay of Islands, Bonne Bay and Betts Cove to Tilt Cove, and also from Conn River *via* Betts Cove to Tilt Cove, and after such survey to adopt such steps as may be deemed necessary for connecting Tilt Cove *via* Betts Cove with St. John's by a line of Telegraphy, and this House will make provision for the same.

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

Ordered,—That the debate be adjourned till to-morrow.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole on the Bill to amend the Law respecting the appointment of Commissioners of Wrecked Property.

Mr. SPEAKER left the Chair.

Mr. MACKAY took the Chair of the Committee.

Mr. 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 tomorrow.

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

The Bill for the more effectual transfer of certain Church Properties to the Diocesan Synod of Newfoundland.

The Bill for granting to Her Majesty a sum of money for defraying the Civil Expenditure of the Colony for the year ending 31st December, 1877.

The Bill for the Incorporation of the Presbyterian Body.

Mr. MCNEILY, from the Select Committee appointed to enquire into the petition of Richard Brace, presented the report, which he handed in at the Clerk's Table, where it was read as follows:—

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
April 18th, 1877.

The Select Committee appointed to enquire into the petition of Richard Brace, beg to report that they have taken the evidence of Mr. Gilbert Browning and Mr. John W. Withers, in reference to his claim, which evidence is hereunto annexed.

Having reference to all the facts of this case as brought before them, your Committee would recommend that the sum of two hundred and thirty-one dollars per annum be henceforth paid to Mr. Brace, in quarterly payments, commencing on the thirtieth day of June next, and to be continued during the natural life of the said Richard Brace.

With regard to arrears of salary, which in all justice would appear to be due to Petitioner, your Committee would recommend that the sum of eight hundred dollars be paid to Mr. Brace in full discharge of all claims which he may have against the Colony.

All of which is respectfully submitted,

ALEX. J. W. McNEILY,
Chairman.

JAMES H. WATSON,

M. DWYER,

PATRICK J. SCOTT,

(Without giving any opinion as to the amount which the Petitioner ought to receive in full for past claims; and considering that the agreement made with Mr. Brace in good faith ought to be carried out for the future).

(For which evidence see Appendix.)

Ordered,—That the said Report and evidence 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 Report.

The hon Solicitor General gave notice that, on to-morrow, he will move the adoption of the Report of the Select Committee on the St. John's Fire Brigade.

The hon. Attorney General gave notice that, on to-morrow, he will move the Suspension of the Rules of the House in reference to Bills, Addresses, and all other business during the remainder of the Session.

Mr. Kent gave notice that, on to-morrow, he will ask the hon. and learned Premier whether his attention has been directed to the statements and counter statements made in some of the Newspapers of this town, respecting one Henry Gardener, a patient who recently died in the St. John's Hospital, and whether, as the controversy seriously touches in a most important matter, the management of one the

Public Institutions of the Colony, the Government will cause an official examination respecting the circumstances of the case to be held with as little delay as possible, and the result of such examination to be made public for the satisfaction of all concerned.

Mr. Fenelon gave notice that, on to-morrow, he will ask the hon. Receiver General under what head in the Indemnity Bill of this Session the following sums are included which were said to be paid to T. W. Salter, for work done in connection with the Surveyor General's Office, viz:—

March 24	$60
April 27	46
June 16	84

Then the House adjourned till to-morrow at half-past Three of the Clock.

THURSDAY, 19th April, 1877.

Pursuant to Order of the Day the Bill to amend the Act for the appointment of Wreck Commissioners as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled "An Act to amend the Law respecting the appointment of Commissioners of Wrecked Property.

Ordered,—That the hon. Attorney General and Mr. Collins do take the Bill to the Legislative Council and desire their concurrence.

Pursuant to Order of the Day, the House resumed the adjourned debate on the motion that an address be presented to His Excellency the Governor in reference to telegraph Communication with Bonavista, Tilt Cove and Betts Cove.

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

For the Motion—16.	*Against the Motion—12.*
Hon. Attorney General,	Mr. Bennett,
" Solicitor General,	" Raftus,
" Receiver General,	" Fenelon,
The Surveyor General,	" Dearin,
" Chairman Board of Works	" Kent,
Mr. Watson,	" Nowlan,
" McNeily,	" Scott,
" Ayre,	" Collins,
" Bowring,	" Conroy,
" Godden,	" Dwyer,
" Rabbits,	" Little,
" Kelligrew,	" Tessier.
" Mackay,	
" Steer,	
" Alexander,	
" Rorke.	

So it passed in the affirmative, and

Ordered,—That the address be engrossed and that a message be sent to the Legislative Council requesting their concurrence therein.

Ordered,—That the hon. ATTORNEY GENERAL and Mr. MCNEILY do take the message and address to the Legislative Council.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to provide for the retirement of the hon. Mr. Justice Robinson.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the Bill to them referred, and had amended the same by inserting in the blank in the sixth line of the 1st section the words "Five Thousand Six Hundred and Sixty-seven Dollars," and he handed the Bill as amended in at the Clerk's Table.

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

For the Motion—12.	*Against the Motion—9.*
Hon. Attorney General,	Mr. Little,
" Solicitor General,	" Fenelon.
" Receiver General,	" Dearin,
The Chairman Board of Works,	" Kent,
Mr. McNeily,	" Nowlan,
" Steer,	" Scott,
" Bowring,	" Collins,
" Godden,	" Conroy,
" Watson,	" Dwyer,
" Rabbits,	
" Kelligrew,	
" Mackay,	

So it passed in the affirmative, and

Ordered,—Accordingly.

Ordered,—That the Bill as amended be engrossed.

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

Resolved,—That the Rules of the House be suspended in reference to Bills, Addresses and all other business during the remainder of the Session.

Ordered,—That the Bill to provide a Retiring Allowance for the Hon. Bryan Robinson, be now read a third time.

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 retirement of the Hon. Bryan Robinson, Senior Assistant Justice of the Supreme Court of Newfoundland.

Ordered,—That the hon. ATTORNEY GENERAL and Mr. MCNEILY 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 Roads and Bridges.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had considered the matter to them referred, and had agreed 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 Succesors, 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 Pouch Cove to Portugal Cove *via* Bauline, provided the sum of one hundred and fifty dollars be appropriated out of the local grant, two hundred and twenty-five dollars.

On the road from Torbay to Bauline, provided the sum of one hundred and twelve dollars and fifty cents be appropriated out of the local grant, one hundred and eighty-seven dollars and fifty cents.

On the road from Bennett's Mill to Goulds, three hundred and seventy-five dollars.

On the Old Placentia road to Topsail road, one hundred and fifty dollars.

On the LeMarchant road, three hundred dollars.

On the road South Side St. John's, provided the sum of one hundred and fifty dollars be also appropriated from the local grant, four hundred and fifty dollars.

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, seven hundred and fifty dollars.

On the road from the Goulds to Renews, nine hundred dollars.

On the road from Renews to Portugal Cove *via* Seal Cove and Chance Cove, seven hundred and fifty dollars.

On the road from Manuel's to Price's, Topsail road, seventy-five dollars.

On the road through Salmon Cove, Gasters, 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 from Holyrood through Seal Cove, seventy-five dollars.

On the road from Holyrood to Witless Bay, four hundred and eighty-seven dollars and fifty cents.

On the road from Holyrood to Placentia, seven hundred and fifty dollars.

On the road from Brigus to Carbonear, seven hundred and fifty 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 Spaniard's Bay to New Harbor, four hundred and seventy-two dollars and fifty cents.

On the road from New Harbor to South Dildo, seventp-five dollars.

On the road from Dildo to Chance Cove, three hundred dollars.

On the road from New Harbor to Heart's Content, four hundred and fifty dollars.

On the road from Carbonear to New Perlican, nine hundred dollars.

On Postal road, Harbor Grace, nine hundred dollars.

On the road from New Perlican to Grates Cove, eight hundred and twenty-five dollars.

On the road from Grates Cove to Bay-de-Verds, half by the respective districts of Trinity and Bay-de-Verds, one hundred and fifty dollars.

On the road from Bay-de-Verds to Red Head, seventy-five dollars.

On the road from Old Perlican to Island Cove, half by the respective districts of Trinity and Bay-de-Verds, three hundred dollars.

On the road from Old Perlican to Bay-de-Verds, half by the respective districts of Trinity and Bay-de-Verds, one hundred and fifty dollars.

On the road from Carbonear to Bay-de-Verds, nine hundred and thirty-seven dollars and fifty cents.

On the road from Salmon Cove bridge to Heart's Content road, three hundred dollars.

On the road from Heart's Ease to Butter Cove, forty-five dollars.

On the road from Trinity to Bonavista, two-thirds by the district of Trinity and one-third by the district of Bonavista eight hundred and ten dollars.

On the road from Trinity to British Harbor, four hundred and fifty dollars.

On the road from Trinity to King's Cove, half by each district, 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 King's Cove to Tickle Cove, one hundred and fifty dollars.

On the road from Greenspond to Cape Freels, five hundred and twenty-five dollars.

On the road from Brooklands to Indian Arm and leading to Trinity and towards Clode Sound, nine hundred dollars.

On the road from Salvage to Happy Adventure, three hundred and seventy-five dollars.

On the road from King's Cove to Plate Cove, one hundred and fifty dollars.

On the road from Bonavista to Bird Island Cove, seventy-five 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 Amherst Cove to Catalina, half by the districts of Trinity and Bonavista respectively, two hundred and twenty-five dollars.

On the road from Cat Harbor to Ragged Harbor, one hundred and fifty dollars.

On the road from Seldom-come-By to Fogo, to be expended from Seldom-come-By side, two hundred and forty-five dollars and twenty-five cents.

On the road from Tizzard's Harbor to Moreton's Harbor, one hundred and fifty dollars.

On the road from Moreton's Harbor to Western Head one hundred and twelve dollars and fifty cents.

On the road from Cape Freels to Gander Bay, three hundred and twenty-four dollars and seventy-five cents.

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 Tilton Harbor to Fogo, one hundred and twenty dollars.

On the road from Round Harbor to Tilt Cove, seventy-five dollars.

On the road from Exploits to Sergeant'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 Twillingate to Long Point, thirty-seven dollars and fifty cents.

On the road from Big Wild Cove to Little Harbor road to Twillingate, seventy-five dollars.

On the road from Jenkin's Cove, to French Beach, seventy-five dollars.

On the Northern Mail Route, one thousand five hundred dollars.

On the road from Black Island Tickle to Kyer's Cove, to be expended by the Moreton's Harbor Road Board, seventy-five dollars.

On the road from Shoal Bay to Fogo, main line, seventy-five dollars.

On the road from Hare Bay to Fogo, seventy-five dollars.

On the road from New Bay Head to Fortune, 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 Rogue's Harbor, fifty dollars.

On the road from Rogue's Harbor to Betts Cove, eighty-seven dollars and fifty cents.

On the road from Betts Cove to Snook's Arm, fifty dollars.

On the road from Jackson's Arm to Western Arm, 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 Islands, to Sulian Cove, thirty-seven dollars and fifty cents.

On the road from Jackson's Cove to Birchy Cove, thirty-seven dollars and fifty cents.

On the road from Western Head to New Bay Head, thirty dollars.

On the road from Placentia to Little Placentia and Fox Harbor, three hundred and seventy-five dollars—forty dollars to be spent on road on Jersey side Hill.

On the road from Salmonier to St. Mary's, three hundred dollars.

On the road from Placentia to Cape Shore, seven hundred and fifty dollars.

On the roads on Western Shore, Placentia Bay, two hundred and twenty-five dollars.

On the road from Branch to Distress, four hundred and eighty seven dollars and fifty cents.

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 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 Belloram, four hundred and fifty dollars.

On the road from Harbor Breton to Connaigre, one hundred and fifty dollars.

On the road from head of St. John's Bay to Wreck Cove, three hundred dollars.

On the road from Belloram to St. Jacques, seventy-five dollars.

On the road from Harbor Breton to Gaultois, one hundred and fifty dollars.

On the road from Miller's Passage to Little Bay, two hundred and twenty-five dollars.

On the road from Hermitage Cove to Pass Island, three hundred dollars.

On the road from Bean Harbor to Bay l'Argent, seven hundred and fifty dollars.

Roads at Burgeo and Lapoile, five hundred and twenty-five dollars.

On the road from Upper to Lower Burgeo, one hundred and fifty 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 Rose Blanche to Harbor LeCou, one hundred and fifty dollars.

LOCAL ROAD APPROPRIATIONS, 1877.

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, presented a Bill from granting to Her Majesty a sum of money for making and repairing roads, streets and bridges, which, on leave granted, was read a first time.

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

Ordered,—That the Order of the Day for the second reading of the Bill relating to the Duties of Trustees and Executors be expunged.

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

The Bill to amend Cap. 6 of the Consolidated Statutes, entitled of " Legislative Disabilities."

The Bill to amend the Education Act.

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 transfer of certain Church Property to the Diocesan Synod of Newfoundland.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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 tomorrow.

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

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. 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 tomorrow.

Ann the House having sat till twelve o'clock,

FRIDAY, 20th April, 1877.

Pursuant to Order of the Day, the Bill for the Incorporation of the Presbyterian Body, as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled "An Act for the Incorporation of the Presbyterian Body of Newfoundland and for other purposes."

Ordered,—That Mr. MACKAY and the hon. RECEIVER GENERAL 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 Bill sent up, entitled "An Act to Indemnify the Gov-

ernor 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.

And then the Messenger withdrew.

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

Pursuant to Order of the Day, the engrossed Bill for the more effectual transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland, was read a third time.

Ordered,—That the Bill do pass and be entitled "An Act for the more effectual transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland."

Ordered,—That the hon. SOLICITOR 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 Bill for granting to Her Majesty certain sums of money for defraying the Civil Expenditure of the Colony for the year ending 31st December, 1877.

Mr. SPEAKER left the Chair.

Mr. KELLIGREW took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

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

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

And the said Bill being engrossed was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act for granting Her Majesty a sum of money for defraying the Civil Expenditure of the Government of this Colony for the year ending 31st December, 1877.

Ordered,—That the CHAIRMAN OF THE BOARD OF WORKS and Mr. KENT 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 Education Act.

Mr. SPEAKER left the Chair.

Mr. MACKAY took the Chair of the Committee.

Mr. 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 further consideration thereof.

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

Then the House adjourned until Monday next, at half-past Three of the Clock.

MONDAY, 23rd April, 1877.

Mr. DEARIN presented a petition from Mary Fleming and others, of Torbay, and from George Goss and others, of same settlemennt, which were severally received and read, praying for grants to repair roads there.

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

Mr. Rorke presented a petition from John Penny, of Carbonear, which was received and read, praying that land which had been taken from his late father, at Harbor Rock Hill, without compensation, and on which the present Court House stands, being no longer required for public purposes, may be returned to him with the buildings at present thereon.

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

Mr. Conroy presented a petition from John Tierney and others, of Ferryland District, which was received and read, praying that some assistance be rendered Benjamin Carew, of Witless Bay, who had been deprived of the means of supporting his family owing to the loss of his arm.

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

(*Messages 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 Bills, entitled respectively, "An Act to amend Title 3, Chapter 19, Section 17, of the Consolidated Statutes," and, "An Act to provide for the Inspection of Steamboats," to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

Mr. Speaker,—

The Legislative Council acquaint the House of Assembly that they have passed the Bills sent up, entitled respectively, "An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof," and "An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland

and the several Acts in amendment thereof," with some amendments, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

The foregoing Bills, sent down from the Legislative Council, entitled, "An Act to amend Title 3, Cap. 19, Sec. 17, of the Consolidated Statutes," and "An Act to provide for the Inspection of Steamboats," were severally read a first and second time.

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

The amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof, and the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof," were read a first and second time as follows:

Amendments made by the Legislative Council in and upon the Bill sent up from the House of Assembly. entitled "An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof."

In the Preamble, after the word "Newfoundland" in the sixth line, insert the words "And so much of an Act passed in the thirty-second year of the said Reign, Chapter 10, as relates to the said Commercial Bank."

Amendment made by the Legislative Council in and upon the Bill sent up from the House of Assembly, entitled "An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof."

In the Preamble, after the word "Newfoundland" in the eighth line, insert the words "And so much of an Act passed in the thirty-second year of the said Reign, Chapter 10, as relates to the Union Bank of Newfoundland."

Ordered,—That the amendments on the said several Bills 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. KENT 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 Bill for granting to Her Majesty a sum of money for making and repairing Roads, Streets 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 Bill to them referred and had agreed to the same without amendment, and he handed the same in at the Clerk's Table.

Ordered,—That the said Report be adopted.

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

And the said Bill being engrossed 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 within this Colony, and to make provision for the protection and preservation of the same.

Ordered,—That the CHAIRMAN OF THE BOARD OF WORKS and Mr. COLLINS 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 the Bill from the Legislative Council to amend the Act respecting Certificates to Masters and Mates.

Mr. SPEAKER left the Chair.

Mr. MCNEILY took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to 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 Bill, as amended, having been read throughout a first and second time was, upon the question put thereon, agreed to by the House.

Ordered,—That the Bill, as amended, be now read a third time.

And the Bill was read a third time accordingly.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. DWYER do take the Bill to the Legislative Council and request their concurrence in the amendment made by this House.

Pursuant to Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to amend Cap. 6 of Consolidated Statutes, entitled of "Legislative Disabilities."

Mr. SPEAKER left the Chair.

Mr. WATSON took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to the Bill to them referred with an amendment, by inserting the word "six" instead of "one" in the 3rd last line of the 4th section, which they had directed him to report to the House, and he handed the Bill in at the Clerk's Table.

Ordered,—That the Bill, as amended, be engrossed and read a third time this day.

And the said Bill being engrossed, was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act to remove certain Legislative Disabilities."

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

On motion of Mr. McNeily, seconded by Mr. Rorke,—

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

To His Excellency Sir John H. Glover, *K. G. M. C. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

May it Please Your Excellency,—

The House of Assembly having had under consideration the accompanying petition of Richard Brace, together with the Report therein of the Select Committee of the House to whom the said petition was referred, upon the subject of his claim for arrears of retiring allowance and the continuance of such allowance to him during the term of his natural life, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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

On motion of the hon. Solicitor General, seconded by Mr. Watson,—

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

To His Excellency Sir John H. Glover, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

May it please Your Excellency,

The House of Assembly having had under consideration representations as to the desirability of granting a Subsidy not exceeding two thousand dollars for the establishment of Steam Communication in Trinity Bay, respectfully request that your Excellency

will be pleased to take the same into consideration: and provided such Subsidy be paid out of amounts now appropriated for Postal Service in the said Bay, and from grants for local purposes in the districts of Trinity and Bonavista in the the proportion of seven hundred dollars for the former, and three hundred dollars for the latter district, that steps be taken for the establishment of such Steam Service.

Ordered,—That the Address be engrossed and sent to the Legislative Council for concurrence.

Ordered,—That the hon. SOLICITOR GENERAL and Mr. WATSON do take the Address to the Legislative Council.

Mr. MCNEILY gave notice that, on tomorrow, he will move that a Message be sent to the hon. the Legislative Council requesting them to furnish this House with an account of their Contingencies for the present Session of the Legislature.

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

Report of Captain Erskine on the Newfoundland and Labrador Fisheries for the year 1876.

Also, Extract of Despatch from the Secretary of State for the Colonies in reference to the extension of the provisions of 8 Section, Merchant Shipping Act, (Colonial 1869 to Newfoundland, &c.)

(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.

TUESDAY, 24th April, 1877.

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

Mr. SPEAKER left the Chair.

Mr. SCOTT took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to 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, upon the question put thereon, agreed to by the House.

Ordered,—That the amendment be engrossed with the Bill, and that it be now read a third time.

And the said Bill, as amended, was read a third time accordingly.

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

Ordered,—That the hon. SOLICITOR GENERAL and Mr. KENT do take Bill and Message to the Legislative 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 several Bills sent up, entitled respectively,—

"An Act respecting the election of Members of the General Assembly."

"An Act for the amendment of an Act, entitled, an Act to amend the Law relating to Coast Fisheries."

"An Act to provide for the Retirement of the Honourable Bryan Robinson, Senior Assistant Justice of the Supreme Court of Newfoundland."

"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-seven, and for other purposes."

An Act to amend the Law respecting the appointment of Commissioners of Wrecked Property."

"An Act for the more effectual transfer of certain Church of England Properties to the Diocesan Synod of Newfoundland," without amendment.

And the "Act to amend the Law in relation to Banking and Bills of Exchange and for other purposes," with some amendments, to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

The amendments of the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act to amend the Law in relation to Banking and Bills of Exchange and for other purposes," were read a first and second time, as follows:—

Amendments made by the Legislative Council in and upon the Bill sent up, entitled "An Act to amend the Law in relation to Banking and Bills of Exchange and for other purposes."

In the first section, fourth line, strike out the words "the day after New Year's Day and the day after Christmas Day, when these days respectively fall on Sunday," and insert instead thereof the words

"the day after New Year's Day and the day after Christmas Day, when New Year's Day and Christmas Day fall on Sunday."

In the second section, ninth line, strike out the words "and repaid by."

Ordered,—That the amendments 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.

(Messages 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 amend the Law of Insolvency," without amendment.

EDWARD MORRIS,
President.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the amendment made by the House of Assembly in and upon the Bill sent down, entitled "An Act to amend an Act passed in the 39th year of the Reign of Her present Majesty," 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.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they concur in and agree to the Address to His Excellency the Gov-

ernor, respecting the appointment of Magistrates and Collectors of Customs upon that part of the Coast of this Colony, where the French exercise certain fishery rights under Treaty.

EDWARD MORRIS,
President.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they concur in and have passed the Address to His Excellency the Governor requesting that His Excellency-in-Council will be pleased to adopt such means as may be deemed necessary for the construction of a line of Telegraphy between Heart's Content and Bonavista Bay, and for a Survey from Garia, or a port on the South Coast *via* St. George's Bay, Bay of Islands, Bonne Bay and Bett's Cove to Tilt Cove, and also from Conn River *via* Bett's Cove to Tilt Cove, and to adopt such steps as may be deemed necessary for connecting Tilt Cove and Bett's Cove with St. John's by a line of Telegraphy.

EDWARD MORRIS,
President.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the amendments made by the House of Assembly in and upon the Bill sent down, entitled "An Act to amend the Education Act, 1876," without amendment.

EDWARD MORRIS,
President.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they concur in and agree to the Address to His Excellency respecting the desirability of establishing Steam Communication in Trinity Bay, and providing that the Subsidy required be paid out of amounts now appropriated for Postal Service in the said Bay, and from Grants for local purposes in the Districts of Trinity and Bonavista, in certain proportions.

EDWARD MORRIS,
President.

Mr. Speaker,—

The Legislative Council acquaint the House of Assembly that they have passed the Bills sent up, entitled respectively, "An Act to remove certain Legislative Disabilities," "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, and to make provision for the protection and preservation of the same;" also, "An Act for the Incorporation of the Presbyterian Body of Newfoundland, and for other purposes," without amendment.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

Ordered,—That the several Addresses concurred in by the Legislative Council relating to Telegraphic Communication with the Northward, the appointment of Magistrates on the French Shore, and Steam Communication with Trinity Bay, be presented to His Excellency the Governor by such members of this House as are of the hon. Executive Council.

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

Mr. Speaker left the Chair.

Mr. Dearin took the Chair of the Committee.

Mr. Speaker resumed the Chair.

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

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the Bill to amend Title 3, Cap. 19, Sec. 17 of Consolidated Statutes.

Mr. SPEAKER left the Chair.

Mr. RAFTUS took the Chair of the Committee.

Mr. SPEAKER resumed the Chair.

The CHAIRMAN reported from the Committee that they had agreed to 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, upon the question put thereon, agreed to by the House.

Ordered,—That the amendment be engrossed with the Bill and that the Bill be read a third time this day.

And the said Bill, as amended, being engrossed was read a third time accordingly.

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

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

Ordered,—That a Message be sent to the Legislative Council requesting that they will be pleased to furnish this House with the amount of their Contingent Expenses for the present session.

Ordered,—That Mr. MCNEILY and Mr. DWYER do take the message to the Legislative Council.

The hon. SOLICITOR GENERAL, on leave granted, presented a Bill for the organization of a Volunteer Fire Brigade in St. John's, and to amend Cap. 84 of the Consolidated Statutes, entitled "Of the St. John's Fire Brigade," which was read a first time.

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

The SURVEYOR GENERAL, from the Select Committee on Main Lines of Road, presented the report which he handed in at the Clerk's Table, where it was read as follows:

COMMITTEE ROOM,
House of Assembly,
18th April, 1877.

The Select Committee appointed by the House to take into consideration the opening up of Main Lines of Road in this Colony and to Report to the House thereon, beg to submit the following Report:

In order to enquire into the most eligible routes for an efficient system of Main Lines the Committee have endeavored to obtain the best available information of gentlemen of scientific and practical experience. The Committee have given the subject their most earnest consideration with a view to deciding upon the direction of such Main Lines as would be most desirable and useful in affording facilities for travel and commercial intercourse, the transmission of Mails, and the more extended development of the agricultural, lumbering and mineral resources of the Island.

To this end the Committee were furnished with very full and voluminous evidence in writing from Alex. Murray, Esq., F. G. S., the head of the Geological Survey Department, from James P. Howley, Esq., his assistant, from the Rev. M. F. Howley, D. D., George Carter, Esq., W. T. Salter, Esq., Captain William Knight and Mr. F. T. Long. They were also assisted in their deliberations by other members of the Assembly, all of whom, not represented as to their districts upon the Committee, were invited to furnish their suggestions and any information desirable in relation to the special requirements of their several districts. To the Committee were also referred several petitions addressed to the House having reference in their prayers to the opening up of new lines of road and the alteration of existing lines. The Reports of the Inspectors of Roads and other documents bearing upon the whole subject of consideration have also received the special attention of the Committee. They have had numerous sittings at which this testimony and these suggestions have formed the subject of their deliberations, and have conduced to the general conclusions at which they have arrived.

The matter thus submitted to your Committee is pregnant with results of the gravest importance to the future of the island, and the development of its material interests. Having confidence in the expansiveness of its resources, your Committee have been impressed

with the consideration that to them has been entrusted the initiation of a scheme which shall primarily conduce to the facilitation of intercourse between the present centres of population, but which must in its ulterior development contemplate the opening up of new industries and new resources in a country which is as yet comparatively undeveloped, and the capabilities of which have been as yet but superficially explored. Under such circumstances your Committee cannot be insensible of the magnitude of the responsibility which has been imposed upon them, but grave as that responsibility may be, they have applied themselves in all earnestness to their allotted task, and not without confidence that their conclusions will meet with the approval of the representatives of the constituencies throughout the island.

The conclusions at which your Committee have arrived as to the great object to be obtained would seem to arrange themselves naturally into two divisions, to the consideration of which your Committee have given their most earnest attention.

First,—As to the expediency of completing without delay certain lines which, under various Acts of the Legislature, have been from time to time assisted by votes, which have been commenced and continued, but which are still imperfect.

Second,—As to new lines opening up additional means of communication between existing settlements, tending to the development of new resources or conducive to probable and profitable settlement of portions of the country at present unutilized.

Under the first division of this branch of the subject the following are the most important lines which have been already commenced and upon which there has been for some years an annual expenditure.

1.—*Bean Harbor (Placentia Bay, Burin District,) to Bay l'Argent (Fortune Bay)*—The utility of this line may be readily observed by a glance at a map of the island. It connects the two great bays above mentioned, and forms an important link in the chain of connection between the capital and the whole of the western districts. The length of this road is only seven miles.

2.—*Burin to Garnish*—This is a most important line, not only as regards the intercommunication of the people, but also as regards the transmission of mails. By this route mails for Fortune Bay are conveyed from Burin. About eleven miles of this road have been permitted to fall into complete disrepair, and this portion demands an immediate new construction.

3.—*Harbor Breton to Belloram*—Between these important settlements and intermediate places this is an indispensable line of connection. The distance is only about eleven miles, but the annual vote has been entirely inadequate to the proper construction of the road.

The observations which have been made upon the preceding may be said to apply generally to the following lines of road which are now in different stages of construction, and all of which, if completed, would be of admitted utility, primarily to the district in which they are immediately situate, but ultimately tending to the perfection of a system of road communication throughout the length and breadth of the island.

4.—*Miller's Passage to Little Bay*—About five miles to be built.

5.—*Hermitage Cove to Pass Island*—About seven miles.

6.—*Paradise to St. Kyran's*—About twelve miles.

7.—*Placentia to Cape Shore*—About thirty-five miles, the greater portion yet to be built.

8.—*Branch to Distress*—About nine miles.

9.—*St. Shott's to Cape Pine Road*—Distance about seven miles.

10.—*Head of Salmonier to St. Mary's*—A new line about six miles in length, and requiring a bridge to be constructed at Little Harbor River.

11.—*Portugal Cove to Renews*—About nine miles to be built.

12.—*St. Mary's to Holyrood and Peter's River*—About eight miles to be built and a bridge to be constructed.

13.—*Burin to Grand Bank*—This is a road demanding prominent consideration, as it is intended to connect the settlements of Burin, Corbin, St. Lawrence, Lawn, Lamaline, Fortune, and Grand Bank. The total length will be about sixty miles, of which about ten miles are at present in good condition, the remainder requiring to be constructed. On this line several large bridges will be necessary.

14.—*Trinity to Clode Sound*—This important line connecting with the great Northern Mail Route hereinafter mentioned, would open up communication with the settlements of Indian Arm, Southern Bay, Seal Cove, Sweet Bay, James Cove, Brooklyn, Musgrave Town and Cannon's Cove. The country through which this line would run is already considerably developed, and possesses great capacity for agricultural enterprise. A large tract of Timber Land would also be opened up, and the consummation of the work would unquestionably be attended with great advantages. The line would be about forty miles in length, and about twenty miles are at present constructed and in fair condition.

15.—*The Great Northern Mail Route*—Of the many and palpable advantages of this line there is already ample testimony from various sources before the House. Its present value is if possible enhanced by the fact that it must form the basis of communication with the Gander Lake country and the important mining settlements in the Bay of Notre Dame. The course for this line which the Committee would recommend would be a departure from Old Shop in Trinity Bay, thence to Chapel Arm, Chance Cove, Random Sound, Clode Sound, Bloody Bay, Freshwater Bay and Gander Lake. From Freshwater Bay a new line, hereinafter described, would open up communication with the Gander Lake which, being navigable by a steam launch for over thirty four miles, would form an important link in the chain of communication not only with the interior of the country but also with the Exploits and the mining districts of Notre Dame Bay. The whole length of the line to the Gander Lake would be about one hundred and twenty miles.

16.—*Cape Freels to Gander Bay*—This important line, connecting with a road from the mainland, opposite Greenspond is of great prominence, not only as forming a means of communication between the settlements along the Straight Shore in the District of Twillingate and Fogo, but also as an important section of the system of communication with the more northern portion of that district, and naturally forming a portion of that improved system, the inauguration of which is contemplated by your Committee. The whole distance is about twenty-eight miles.

Your Committee deem it unnecessary to dilate upon the expediency of an immediate completion of these valuable lines upon which much money has been already expended, and in many cases with results which appear incommensurate with the expenditure.

To the consideration of the second division of the subject your Committee have earnestly applied themselves, and after mature delibe-

ration they have come to the conclusion that the lines hereafter specified would in their effectuation be of the greatest advantage to the country, and they take this opportunity of recording their opinion that the speedy construction of these lines is a matter not only of expediency but of urgent necessity. The contemplated advantages of each line are as briefly as possible herein set forth.

17.—*Freshwater Bay to Gander Lake*—This line is already included in the Great Northern Mail Route, but as it is as yet unbuilt, your Committee desire to give it special prominence and to recommend that immediate steps be taken towards its effectuation. The distance from point to point of the terminals is only about nine miles, and the country opened up would seem to present inducements of no ordinary character to the prospective settler. To carry out the chain of communication, your Committee would recommend that upon the Gander Lake a steam launch should be employed which would convert the lake into a highway over thirty miles in length. This lake, according to the testimony of Mr. Murray, remains free from ice until a late period of the spring and at no period of the year does it present any serious obstruction to its navigation. From the western end of the lake there might be constructed at comparatively small expense a line of road towards Red Indian Pond, which would apparently develop a rich agricultural country, would form a base for mineral explorations, and ultimately be utilized as a means of communication between the extreme Northern and Western portions of the Island. In immediate connection with this road and the communication thus opened up is a contemplated line from

18.—*Careless Cove on Gander Lake to Norris's Arm in the Bay of Exploits.*—This is recommended for a continuation of Postal communication with all portions of Notre Dame Bay. With a steam launch upon the Gander Lake, a road might be opened up to Dominion Point or Bishop's Fall at the Exploits, where a Post Office station might be placed. From thence mails for Twillingate and Fogo and intervening places might be despatched by a road to the Reach, whilst the mails for the more northern portions of the Bay might be forwarded to the important Mining settlements by a more certain and expeditious route, whilst increasing the facility of communication with the Eastern part of the Bay.

From Careless Cove to Norris's Arm, the distance is about nineteen miles.

19.—*Freshwater Bay to Loo Bay or Shambler's Cove on the Mainland opposite Greenspond*—This would be a very important addition to the present system, as it would connect with the Northern Mail Route the whole North Shore of Bonavista Bay. From Greenspond a main

line is at present in course of construction to Cape Freels, and thence along the Straight Shore of the district of Twillingate and Fogo. This line would be about thirty miles in length and would present no serious difficulties in its construction.

Your Committee would also express their earnest recommendation as to the speedy initiation and construction of the following new lines, the claims of which they believe are sufficiently obvious to require no elaborate comment.

20.—*Long Harbor (Placentia Bay) to Chapel Arm (Trinity Bay)*—Distance about seven miles.

21.—*Paradise to South East Bight*—Distance about seven miles.

22.—*Bay Bulls Arm (Trinity Bay) to Come-by-Chance (Placentia Bay)*—Distance about three miles.

23.—*Burin to Rock Harbor and Jean-de-Bay*—Distance about twelve miles. Besides affording means of travel between these and intervening places the proposed line would pass through and open up a rich and extensive agricultural district along the shore of Mortier Bay which of late years has attracted a large population from adjoining districts.

42.—*Heart's Delight to Carbonear*—Distance eleven miles, are opening up an agricultural district.

25.—New cut behind Perry's Cove towards Small Point and to avoid a steep hill at Flamborough Head. Distance about six miles.

26.—*Spaniard's Bay Long Bridge to Batten's Pond*—Distance about six miles, opening up good agricultural and timber land.

27.—*George's Brook, Random Sound to New Bonaventure*—This road, branching off from the Northern Mail Route, would afford uninterrupted postal communication to Trinity, Catalina and intervening settlements as also to Bonavista South and West. Distance about twenty-eight miles.

28.—*From Codroy Village to the farms on the North Bank of the Great Codroy River*—Distance about six miles. There would be required upon this line a Bridge of about sixty feet span, and when constructed it would form an important portion of the line from Codroy to

Channel, distance thirty-four miles. With regard to the expediency of so important a road as this, your Committee only deem it necessary to refer to the testimony of the Rev. Dr. Howley, of James P. Howley, Esq., and others who have given evidence of the valuable resources of that interesting and important section of the country.

29.—The attention of your Committee has been called to the desirability of determining upon the best line of road by which to connect the Eastern and Western Coasts of the Island, a question of special importance at the present time, having regard to the recent action of the Imperial Government in reference to those portions of the coast where the French enjoy certain fishery previleges. Among other matters there has been suggested the expediency of constructing a road from Hall's Bay or the South West Arm of Green Bay into the Humber Valley, and following that valley by Grand Pond and Deer Pond to Bay of Islands. The distance would be about one hundred and thirty miles, and, as reported, it would run through a district rich in agricultural and timber resources and which will probably develop mineral wealth, and which would connect the mining districts of Notre Dame Bay with the rich agricultural districts of the west.

Your Committee would recommend an early survey of this part of the country, when the best line by which to connect such a road with the Northern terminus of the great Northern Mail Route may be also ascertained.

With regard to the present system of Main Lines and the manner in which it has been instituted, your Committee do not desire to offer any comment in detail. It is sufficient for them to note that in their opinion it has been instituted upon the erroneous principal of an annual vote. Under this system many great undertakings which demanded immediate and effectual prosecution have been extended in in their prosecution over a series of years, to the great detriment of the undertakings, to the wasteful expenditure of the public moneys, and to the retardment of the development of our most important industries and enterprises. Where great public works such as Main Lines of roads are to be undertaken, it is an obvious fact that the benefits arising from them are rather remote than proximate. The generation which presides at their initiation can hope for no extensive benefits resulting from them in the immediate future. On the contrary, the inception of such works is invariably attended with great difficulty and large expense, entirely incommensurate with the advantages accruing to the initiators of the system.

To carry out a work so extensive and so fraught with interest to the future of the country as that which has been engaging the attentio'

of your Committee, they would recommend that the sum required be raised by loan upon the credit of the colony, either by terminable or irredeemable debentures, as might seem most expedient. The expenditure of the moneys should not be extended over a period longer than three or four years.

To meet the interest upon this loan, your Committee would recommend that all allocations to the above mentioned roads under the head of Main Lines should, after the present year, be thrown into a general fund and invested at interest, together with the proceeds of the sales of all lands opened up by the proposed lines and the timber dues upon the same. Your Committee believe that such a fund would in a short space of time be more than sufficient to meet the interest and the cost of necessary annual repairs.

The Schedule annexed to this report contains the digest of the deliberations of your Committee presented in tabular form as also their estimate of the necessary expenditure upon the several lines. This estimate has been roughly formed, and is presumably in excess of the probable amount required.

In conclusion your Committee would express their strongest recommendation that prior to the practical institution of any of the great public works herein contemplated, the services of a thoroughly qualified engineer should be secured to make the necessary surveys of each projected line, and to make estimates of the various roads, accompanied with maps and sections of the same.

Your Committee are also of opinion that the construction of the various sections of road should be effected by contract by duly qualified and responsible contractors.

All of which is respectfully submitted,

JOHN H. WARREN,
Chairman.

W. V. WHITEWAY,

J. I. LITTLE, approving only of the principle of connecting certain localities referred to by Main Lines.

ALEX. J. W. McNEILY,

J. J. DEARIN, not binding myself to details.

CHARLES DUDER,

M. E. DWYER, not binding myself to details.

ROBERT ALEXANDER.

SCHEDULE.

I—*Lines for which Appropriations are now annually made.*

	No. of miles to be built.	Cost per mile.	Total cost.	Interest at 5 per cent.	Present annual vote.
Bean Harbor to Bay l'Agent	7	$500	$3,500	$175	$750
Burin to Garnish, Bridge $1000	11	"	6,500	325	367
Harbor Breton to Belloram	11	"	5,500	275	750
Millar's Pastage to Little Bay	5	"	2,500	125	225
Hermitage Cove to Pass Island	7	400	2,800	140	300
Placentia to Cape Shore	30	"	12,000	600	750
Branch to Distress	9	"	3,600	180	487
Paradise to St. Kyran's	12	250	3,000	150	225
Renews to Portugal Cove	9	500	4,500	225	750
St. Shott's to connect with Cape Pine Road (Amount asked for in petition.)	.....	.....	3,000	150	375
Burin to Grand Bank	60	400	24,000	1,200	1,650
Great Northern Mail Route	120	"	48,000	2,400	1,500
Trinity to Clode Sound Road *via* Goose Bay	20	"	8,000	400	900
Cape Freels to Gander Bay	28	250	7,000	350	325
St. Mary's to Holyrood and Peter's River	.....	.....	1,000	50	50
Perry's Cove to Flamboro' Head	6	500	3,000	150	300

II—*Proposed New Lines.*

	No. of miles.	Cost per mile.	Total cost.
Long Harbor to Chapel Arm	6	$500	$3,000
Bay Bulls Arm to Come-By-Chance	3	400	1,200
Paradise to S.E. Bight	7	500	3,500
Burin to Rock Harbor and Jean-de-Bay	12	400	4,800
Heart's Delight to Carbonear	11	"	4,400
Careless Cove, Gander Lake, to Exploits Bay	19	200	3,800
George's Brook to New Bonaventure	28	400	11,200
Freshwater Bay to Greenspond	30	"	12,000
Burnt Arm, Exploits, to Burnt Bay, Loo Bay, &c.	35	200	7,000
Exploits to Hall's Bay and Tilt Cove, &c	95	"	19,000
Salmonier to St. Mary's (new line)			1,000
Spaniard's Bay Long Bridge to Battens' Pond	6	250	1,500
Codroy to Channel	34	400	13,600
Hall's Bay to Bay of Islands	130		

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

The SURVEYOR GENERAL gave notice that, on to-morrow, he will move an Address to His Excellency the Governor upon the Report of the Select Committee appointed to consider the subject of the opening of main lines of roads in this Colony.

The hon. RECEIVER GENERAL presented to the House Statement of Exports from Labrador for 1876.

(For which see Appendix.)

Ordered,—That the said Document do lie upon the Table.

Mr. RAFTUS presented a petition from Patrick Neagle and others, of LaManche, which was received and read, praying compensation for destruction of their sheep by dogs.

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

Mr. RAFTUS gave notice that, on to-morrow, he will move an Address to His Excellency the Governor on the foregoing petition of Patrick Neagle and others, of LaManche.

The RECEIVER GENERAL presented petitions from Laurence Mullaly and others, of Northern Bay, and Michael Colford and others of Red Lands, which were received and read, praying for grants to open and repair roads.

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

Then the House adjourned till to-morrow at half-past Three of the Clock.

WEDNESDAY, 25th April, 1877.

Mr. BOWRING presented a petition from Baine, Johnston & Co., and others, Merchants and Owners of Steamships, which was received and read, praying that the Bill now before the House, imposing certain restrictions on Steamers employed in the trade, may not be passed into law.

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

Pursuant to Order of the Day, the Bill for the organization of a Fire Brigade in St. John's, 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 the said Committee accordingly.

Mr. SPEAKER left the Chair.

Mr. NOWLAN took the Chair of the Committee.

Mr. 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 put thereon agreed to by the House.

Ordered,—That the Bill, as amended, be engrossed and read a third time this day.

And the said Bill, being engrossed, was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act to provide for the organization of a Volunteer Fire Brigade in St. John's, and to amend Cap. 84 of the Consolidated Statutes, entitled 'Of the St. John's Fire Brigade.'"

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

The hon. SOLICITOR GENERAL, on leave granted, presented a Bill to amend the Game Laws, which was read a first time.

The SURVEYOR GENERAL moved, seconded by Mr. MCNEILY,—

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

To His Excellency Sir JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the Report of the Select Committee appointed to consider the subject of the construction and completion of Main Lines of Road in various parts

of the Colony respectfully request that your Excellency will be pleased to take the same into favourable consideration, and take such action by the appointment and employment of surveyors or an engineer to survey and mark out the proposed lines of roads and to furnish plans and estimates and other information in relation to the proposed work as may be necessary to enable the Legislature to enact a measure which will carry the recommendations contained in the said Report into effect.

And the Address was read a first time.

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

(Messages 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 Amendments made by the Assembly in and upon the Bill sent down, entitled "An Act to amend Title 3, Chapter 19, of the Consolidated Statutes," without amendment.

EDWARD MORRIS,
President.

Mr. SPEAKER,

The Legislative Council acquaint the House of Assembly that they have adopted and 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.

The Select Committee appointed by the Council with regard to the Printing and Contingencies, report that they have examined the ac-

counts 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	$241 20
Contingent Expenses of the Usher of the Black Rod	472 32
Newfoundlander Newspaper for publishing Debates	160 00
Times, *Ledger*, *North Star* and *Standard* newspapers for copying, each $100	400 00
Newspapers for Council and for Members during session	174 20
Miscellaneous Printing	347 65
Salary of Acting Clerk, including indexing and collating Journals	600 00
Salary of 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's Sessional Allowance	240 00
Ten Members' Allowance	1200 00
One Member, short attendance	60 00
Estimated Expense of Printing and Binding Journals	640 00
R. Dicks, for Binding Newspapers	23 00
	$6,973 37

And then the Messenger withdrew.

Ordered,—That the said messages do lie upon the Table.

The Speaker informed the House that he had received a communication from the hon. Colonial Secretary, stating that it was the intention of His Excellency the Governor, to prorogue the present session of the Assembly to-morrow, at two o'clock.

Ordered,—That Mr. TESSIER have leave to withdraw the petition from Thomas Withycombe and others, of the South Side, for a Fire Brigade.

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

Then the House adjourned till to-morrow, at Eleven of the Clock.

THURSDAY, 26th April, 1877.

Mr. KENT presented a petition from Thos. Larkin and others, of Torbay, 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. BOWRING presented a petition from James Brown and others, of Salvage, Middle Arm and Salvage Bay, which was received and read, praying for a grant to construct a bridge across Terra Nova River near its outlet at Middle Arm, Bonavista Bay, for the extension of Postal Communication to that district.

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

Mr. WATSON presented a petition from Charles Newhook and others, of Trinity, which was received and read, praying for a grant to repair the main street there.

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 JOHN H. GLOVER, *K. G. C. M. G., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the accompanying Petition of Patrick Neagle, of Ferryland, upon the subject of compensation for loss of sheep, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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

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

COMMITTEE ROOM,
House of Assembly,
25th April, 1877.

The Committee on Printing and Reporting beg to call the attention of the House to the large items of expenditure now annually incurred and charged to the Contingent expenses of the Assembly for printing papers and pamphlets, which are generally not required by the Assembly for legislation, and, in point of fact, not laid before the House in printed form during the Session. For example they would refer especially to such documents as Mr. Murray's Geological Report and the Reports of the Inspectors of Schools. The printing of these Documents cost a considerable amount, which, while it may be a necessary expenditure, ought not to be added to the already large expenses incurred for printing for the Assembly. The cost of printing such Documents your Committee consider ought to be charged to the respective departments or branches of the Public Service from which the documents eminate.

All which is respectfully submitted,—

A. M. MACKAY,
Chairman.
JAMES H. WATSON,
ROBERT J. KENT,
P. NOWLAN.

Ordered,—That the said Report be referred to the Select Committee on Contingencies.

Mr. McNeily, from the Select Committee appointed to enquire into the Contingent expenses of the Legislature, presented the report, which he handed in at the Clerk's Table, where it was read as follows :—

Committee Room,
House of Assembly,
25th April, 1877.

The Select Committee of the House of Assembly appointed to enquire 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, as follows:—

The Speaker	$924 00
The Clerk	1269 00
The Clerk Assistant	600 00
Sergeant-at-Arms	480 00
Solicitor	480 00
Doorkeeper	160 00
The Assistant Messenger per Clerk of the Assembly	160 00
Messenger	160 00
To Representatives of late Walter Irwin, deceased	160 00
Upper Door Keeper	160 00
Outer Door Keeper	160 00
Inner Door Keeper	120 00
Fireman	200 00
The Reporters, viz :	
Thomas Walsh	280 00
I. R. McNeily	280 00
D. J. Greene	280 00
George Johnston	280 00
Carried forward.....	$5,993 00

Brought forward.....	$5,993 00
The Proprietor *North Star*, Printing Bills and Miscellaneous Papers.....	2022 40
The Proprietor *North Star*, Newspapers.....	18 00
The Proprietor *Public Ledger*, Printing Debates	1000 00
The Proprietor *Public Ledger*, Newspapers for Members and Advertising.....	351 50
The Proprietor *Public Ledger*, Estimate for Printing Journals.....	1400 00
Robert Dicks, Binding Journals, present Session	280 00
Chairman of Committees.....	400 00
Twenty-nine Members of the Assembly, for their services during the present Session, viz :—	
Twenty-two Members resident in St. John's, $194 each (Speaker not included).....	4268 00
Seven Members resident in Outports, $291 each	2037 00
The Clerk and Sergeant-at-Arms, to defray the Contingent expenses of their offices and the Contingent expenses of the Library.....	994 30
The *Harbor Grace Standard*, 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 assisting Reporters....	150 00
W. M. Warren, engrossing Bills.....	230 00
Chairman of Board of Works, for coals, labor, &c., during Session.....	269 55
The Anglo-American Telegraph.....	197 08
Mullowney & Gamburgh, proportion painting and papering Clerk's Office.....	41 40
Robert Dicks, binding Newspapers.....	56 50
Robert Dicks, Stationery.....	172 90
Maria Rouse, Stationery.....	61 55
Thomas McConnan, Stationery.....	43 96
Mrs. Born, attendance during Session.....	138 52
R. Holden, attending Select Committees.....	50 00
Carried forward.....	$20,506 26

Brought forward.....	$20,506 26
R. Holden, for attendance on Library.....	47 34
Miss Perchard, Librarian...	230 77
Mrs. Feehan, Librarian.....	184 62
	$20,968 99

All of which is respectfully submitted,

ALEX. J. W. McNEILY,
Chairman.

J. G. CONROY,
J. J. DEARIN,
JOHN RORKE,
JOHN H. WARREN.

Ordered,—That the Report be amended by adding thereto the sum of $300 to the Proprietor of the *Advocate* for publishing Debates of the House of Assembly.

Ordered,—That the Report, as amended, be adopted.

Mr. McNeily, in accordance with the foregoing Report, presented a Bill to provide for the Contingent Expenses of the Legislature, which, on leave granted, was read a first and second time.

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

And the House resolved itself into the said Committee accordingly.

Mr. Speaker left the Chair.

Mr. Kelligrew took the Chair of the Committee.

Mr. 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 said Bill, being engrossed, 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 the hon. RECEIVER GENERAL and Mr. DEARIN do take the Bill to the Legislative Council and desire their concurrence.

On motion of McNEILY, seconded by Mr. MACKAY,—

Resolved,—That the powers and authority vested in the Select Committees appointed to enquire into the Contingencies and into the Reporting and Printing of the House by Resolutions of last Session be continued until the said Committees be appointed in the next Session of the Legislature.

(*Messages 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 provide for the Contingent Expenses of the Legislature," without amendment.

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 provide for the organization of a Volunteer Fire Brigade in John's, and to amend Chapter 84 of the Consolidated Statutes, entitled, 'Of the St. John's Fire Brigade,'" without amendment.

EDWARD MORRIS,
President.

And then the Messenger withdrew.

Ordered,—That the said messages do lie upon the Table.

The hon. SOLICITOR GENERAL gave notice that, on an early day next Session, he will move the House into Committee of the Whole to consider the following resolutions :—

Whereas a preliminary survey has been made for the purpose of ascertaining the practicability and cost of constructing a Railway from the Eastern to the Western Coast of this Island, and the result of such survey has proved that no serious physical obstacles exist and that such a work may be accomplished at a comparative moderate outlay.

And whereas it is of the highest importance that a system of Steam Communication by the shortest route should be established between Britain and America. And whereas great saving of time may be effected by adopting a route from a port on the West Coast of Ireland to St. John's, Newfoundland, and thence to a port of the Dominion in the Gulf of St. Lawrence, connecting with the Railway system of North America.

Resolved,—That it is incumbent on this Colony to aid an enterprize fraught with such eminently important advantages as well to Britain as to America, in which this Colony would to a minor extent participate in the opening up of large tracts of agricultural, timber, and mineral lands.

Resolved,—That it is the opinion of this Committee that there be granted to any company which shall construct and continue in operation a Railway from St. John's to St. George's Bay, or some other port on the West Coast an annual subsidy consistent with the resources and revenues of the Colony.

Resolved,—That in addition to the foregoing subsidy liberal grants of Crown Lands should be made to such company, subject to such conditions as regards settlement as may be deemed expedient by the Governor-in-Council.

Resolved,—That it is the opinion of this Committee that active steps should be taken by the Government to attract the attention of the British Government, and also the Governments of the United States and of the Dominion of Canada to this subject, in order to secure their co-operation in subsidizing an efficient line on the proposed route.

(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 the House in the Council Chamber.

Accordingly, Mr. Speaker and the House attended His Excellency the Governor, in the Council Chamber, when Mr. Speaker presented to His Excellency the following Bills of aid and supply, to which His Excellency was pleased to assent :—

An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies.

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 to make proper provision for the Maintenance of Cape Race Light and Fog Whistle.

An Act to authorize the Consolidation of a portion of the Public Debt of this 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 31st December, 1877, and for other purposes.

An Act to provide for the retirement of the Honourable Brian Robinson, Senior Assistant-Justice of the Supreme Court of Newfoundland.

An Act to provide for a pension to Joseph Crowdy, late First Clerk in the Colonial Secretary's Office.

An Act for the encouragement of Manufacturing.

An Act to provide for the organization of a Volunteer Fire Brigade in St. John's, and to amend Cap. 84 of the Consolidated Statutes.

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, and to make provision for the protection and preservation of the same.

An Act to provide for the Contingent Expenses of the Legislature.

His Excellency was also pleased to assent to the following Bills :—

An Act to amend the Education Act, 1876.

An Act further to amend the Criminal Law.

An Act to remove certain Legislative Disabilities.

An Act for the more effectual transfer of certain Church of England Property to the Diocesan Synod of Newfoundland.

An Act for the amendment of an Act entitled "An Act to amend the law relating to the Coast Fisheries."

An Act to amend the law in reference to Commissioners of Wrecked Property.

An Act for the Incorporation of the Presbyterian Body in Newfoundland, and for other purposes.

An Act to amend Title 3, Chapter 19, of the Consolidated Statutes.

An Act to amend the law of Insolvency.

An Act to provide for the Prevention of Interments in certain Burial Grounds.

An Act to continue the Act for the Incorporation of the Union Bank of Newfoundland and the several Acts in amendment thereof.

An Act to continue and amend the Act for the Incorporation of the Commercial Bank and the several Acts in amendment thereof:

An Act to amend the law in relation to Banking and Bills of Exchange.

An Act respecting the Election of Members of the General Assembly.

An Act to amend the law respecting the Customs.

An Act to amend an Act passed in the Thirty-ninth year of the Reign of Her present Majesty, entitled "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.'"

And then His Excellency made the following Speech to both Houses:—

Mr. President and Honourable Gentlemen of the Legislative Council:

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

The period having arrived when the state of public business enables me to relieve you from further attendance in Session, you will doubtless be glad of the cessation of Legislative duties at a season of the year in which your personal engagements usually demand all your care and attention.

It has been very satisfactory to me to note the assiduity you have devoted to the discharge of those high public trusts confided to you in your Legislative character, and I feel assured the country will correctly appreciate the several measures of usefulness and progress which you have just placed amongst our Colonial Records. I particularly desire to express my endorsement of the policy exemplified in the provision for extending our telegraphic system to Trinity and Bonavista, and in the contemplated surveys, which, I trust, may result in including also the more Northerly and extreme Western portions of the Island within its civilizing influences.

Your acceptance of the views of the Imperial Minister regarding the inauguration of legal authority and institutions on those parts of the coast of Newfoundland where the French have certain fishery privileges under existing Treaties, will, I have no doubt, be gratifying to Her Majesty's Government, and I look forward with confidence to those benefits, social and otherwise, of which I regard this measure as the earnest.

I learn with sincere pleasure that the seal fishery which so largely affects our general interests will this year prove to be one of fair average success.

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

I thank you for the liberality with which you have provided for the public service. Your grants shall be applied with careful regard to the intentions which have directed their appropriations.

Mr. President and Honourable Gentlemen of the Legislative Council:

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

In now proroging the session, I beg to assure you of my cordial wish that prosperity may attend the prosecution of your ordinary avocations, and that the prospects which now appear to encourage the industrial operations of the Colony may be abundantly realized.

After which the Hon. PRESIDENT of the Legislative Council said—

GENTLEMEN,—

It is the will and pleasure of His Excellency the Governor that this General Assembly be prorogued until Friday, the Thirteenth day of July next, and this General Assembly is accordingly prorogued until Friday, the Thirteenth day of July next, to be then here holden.

JOHN STUART,

Clerk of the General Assembly.

END OF THE THIRD 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 1877.

GOVERNMENT HOUSE.

His Excellency 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 ditto	1,000 00
Third ditto	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 exceed $1,182.....	739 00
Trinity.....	800 00
Carbonear $690, Greenspond, $690.....	1,380 00
LaPoile 690, Ganltois 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 Briton 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 Betts Cove 231, Grand Bank 231	462 00	
Rose Blanche 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	
		46,095 00

FINANCIAL DEPARTMENT.

The Financial Secretary.....	1,384 00	
Clerk in the Financial Secretary's Office....	800 00	
		2,184 00
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 Accountant.....	1,200 00	
The Secretary.....	924 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	
		7,174 00

COLONIAL BUILDING.

The Keeper.....	300 00	
Fuel and Light.....	700 00	
		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	
		7,324 00
Carried forward.....		$84,002 00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward.....		$84,002

LEGISLATIVE CONTINGENCIES.

Estimated Amount.....		28,000

COURT HOUSES AND GOALS.

Supplies		7,000

JUDICIAL DEPARTMENT.

The Chief Justice.....	5,000 00	
Two Assistant Judges.....	8,000 00	
Attorney General.	2,400 00	
Solicitor General.....	1,200 00	
Sheriff Central District.....	1,385 00	
Ditto Northern ditto.....	1,385 00	
Ditto Southern ditto.....	923 00	20,293
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	
Stationary for ditto.....	93 00	
Crier and Tipstaff, St. John's.....	300 00	
Crown Prosecutions.....	2,000 00	
To defray expenses of Inquests.....	600 00	
Circuit of Judges and hire of Steamers....	5,600 00	
		32,936 00
Carried forward.. ...		$151,938 00

8203
24736

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward.....		$151,938 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 Five Clerks of the Peace Ten Gaolers Forty-four Constables ..... as per detailed statement	18,248 00	
		57,788 00

FERRIES.

Estimated Amount for this Service.....		3,071 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.....	600 00	
Carried forward.....	$2,800 00	$212,797 00

ESTIMATES AND PUBLIC ACCOUNTS.

REPAIRS OF PUBLIC BUILDINGS.—(Continued.)

Brought forward.....	$2,800 00	$212,797 00
Repairs St. John's Hospital.....	2,000 00	
" Custom Houses.....	400 00	
" Colonial Building.....	800 00	
" Block House.....	200 00	
" Drill Shed.....	200 00	
" Imperial Property, handed over to Newfoundland.....	500 00	
		6,900 00

POSTAL DEPARTMENT.

Estimated Amount for this Service.....	26,000 00

INTEREST ON PUBLIC DEBT.

Amount of Public Debt, $1,319,390 22: Interest, payable half-yearly.....	67,775 00

STEAM SUBSIDIES.

Postal Steam to the Westward.....	24,600 00	
Ditto to the Northward.....	17,760 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	
		124,980 00

RELIEF OF THE POOR.

The Commissioner.....	1,154 00	
Inspector.....	700 00	
Carried forward.....	$1,854 00	$438,452 00

ESTIMATES AND PUBLIC ACCOUNTS.

RELIEF OF THE POOR.—(Continued.)

Brought forward.....	$1,854 00	$458,452 00
Assistant.....	250 00	
District Surgeon, St. John's.....	925 00	
Gaol Surgeon, ditto	185 00	
Ditto Conception Bay.....	139 00	
District Surgeon, ditto	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.....	80,000 00	
Servants and Paupers, Poor Asylum.....	10,000 00	
Ditto Lunatic Asylum.....	18,000 00	
Ditto St. John's Hospital....	9,000 00	
		123,377 00

PENSIONS.

E. M. Archibald, late Attorney General....	1,615 38	
B. G. Garrett, late Sheriff.....	1,269 23	
John Canning, late Collector	1,485 00	
Thomas Gaden, late Landing Waiter.....	924 00	
B. Sweetland, late Magistrate...	693 00	
William Magill, late Keeper Penitentiary..	693 00	
Widow Chancey	185 00	
Widow Buckley..	116 00	
G. H. Emerson, late Master-in-Chancery and Clerk to Legislative Council	1,616 00	
E. L. Moore, late Landing Waiter.....	924 00	
Robert Bayley, late Sub-Collector, Trinity..	970 00	
Carried forward.....	$10,490 61	$581,829 00

ESTIMATES AND PUBLIC ACCOUNTS.

PENSIONS—(Continued.)

Brought forward.....	$10,490 61	$581,829 00
Thomas Read, late Sub-Collector and Magistrate, Lapoile.....	1,084 60	
J. C. Nuttall, late Sub-Collector, Brigus..	693 00	
Harriet Oke	200 00	
Patrick Burke.....	94 00	
Miss Solomon.....	231 00	
Joseph Crowdy, late Clerk in Colonial Secretary's Office.....	924 00	
		13,717 21

EDUCATION.

Education, under Consolidated Act 39th Vic.		88,260 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
Carried forward.....		$665,304 21

ESTIMATES AND PUBLIC ACCOUNTS.

MISCELLANEOUS.

Brought forward.....		$665,304 21
Printing and Stationery.....	5,000 00	
Postages, Telegrams and Incidentals... ...	800 00	
Insurance on Public Buildings..... ..	1,384 00	
Unforeseen Contingencies.....	2,307 00	
St. John's Gas Company.....	1,650 00	
Harbor Grace ditto	346 00	
Shipwrecked Crews.....	2,000 00	
Dorcas 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	
Agricultural Society, St. John's	1,153 84	
Ditto Conception Bay.....	461 54	
Keeper Half-way House, Salmonier.....	162 00	
Cleansing St. John's Streets.....	1,600 00	
Labrador Revenue Cruiser	2,500 00	
Repairs Town Clock.....	69 23	
Roads and Bridges.....	90,000 00	
Geological, Mineral and Land 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	
To encourage Home Industries.....	1,000 00	
Carried forward.. ...$118,580 58		$665,304 21

ESTIMATES AND PUBLIC ACCOUNTS.

MISCELLANEOUS.—(Continued.)

Brought forward.. ...	$118,580 58	$665,304 21
Special Vote for Public Works, $1,333 33, per Electoral District	20,000 00	
For Laundry and Wash Room, Lunatic Asylum	1,000 00	
For Day Room, Females Ward, Lunatic Asylum	1,000 00	
Chief Examiner of Masters and Mates and Harbor Masters	1,900 00	
Assistant Examiners and Boat hire, &c.	800 00	
To encourage Instructors Masters and Mates	500 00	
Keeper Kerosene Oil Store	500 00	
To encourage Bank Fishery	2,000 00	
To encourage Shipbuilding in the Colony	12,000 00	
Protection of Western Herring Fishery	1,200 00	
Sheep Protection Act	500 00	
To educate Deaf, Dumb and Blind	500 00	
To carry out Scientific Explorations on Northern Labrador	2,000 00	
		162,500 58
Debentures due under St. John's Rebuilding Act		670 90
Balance against the Colony from the year 1876		57,605 90
Carried forward.....		$886,081 59

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATED REVENUE FOR THE YEAR 1877.

Customs, including Labrador	$818,000 00	
Crown Lands	5,000 00	
Postal	15,000 00	
Licenses	6,500 00	
Miscellaneous Sources	7,039 00	
Sewerage, Account Interest	3,461 00	
Estimate Harbor Master's dues and Examiners' fees	3,000 00	
		858,000 00
Balance against the Colony, 31st December, 1877		28,081 59
		$886,081 59

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES FOR THE YEAR 1877.

ESTIMATED EXPENDITURE.

Long Point, Twillingate	$1,500 00	
Cann Island, Seldom-Come-By	800 00	
Offer Wadham Island	1,400 00	
Puffin Island, Greenspond	800 00	
Cape Bonavista	1,850 00	
Green Island, Catalina	1,600 00	
Fort Point, Trinity	350 00	
Baccalieu Island	2,400 00	
Harbor Grace Island	1,500 00	
Ditto Beacon	800 00	
Fort Amherst	1,400 00	
St. John's Leading Lights	200 00	
Cape Spear	1,500 00	
Ferryland Head	1,800 00	
Cape Pine	1,700 00	
Cape St. Mary's	1,800 00	
Dodding Head	1,400 00	
Brunette Island	1,400 00	
Garnish	150 00	
Belloram	250 00	
Rocky Point, Harbor Briton	150 00	
Boar Island, Burgeo	800 00	
Rose Blanche	800 00	
Channel Head	350 00	
Contingencies	1,000 00	
St. John's Leading Lights (new Tower)	800 00	
Channel Head (new House for Keeper)	1,200 00	
		29,800 00
Balance in favor of Light Houses		2,376 75
		$32,176 75

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES, FOR THE YEAR 1877.

ASSETS.

Balance due Light Houses, from the year 1876	$3,176 75
Estimated amount of Light Dues, for the year 1877	29,000 00
	$32,176 75

JAMES J. ROGERSON.
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Detailed Statement of Salaries to Stipendiary Magistrates, Clerks of the Peace, Constables and Gaolers, in the undermentioned Outports, for the year 1877.

Outports.	Magistrates' Salaries.	Clerk 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	.....	...	.....	.....	700
Heart's Content	.....	.....	1	56	.....	56
Trinity	830	277	2	172	160	1,439
New Harbor	.....	.....	1	56	.....	56
Catalina	.....	.....	1	116	.....	116
Bonavista	830	.....	2	112	140	1,082
Tickle Cove	.....	.....	1	56	.....	56
Salvage	.....	.....	1	56	.....	56
Greenspond	693	.....	1	116	84	893
Twillingate	830	277	1	116	93	1,316
Fogo	700	.....	1	56	.....	756
Witless Bay	.....	.....	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	$7043	$2131	28	$2,265	$1177	$12,616

ESTIMATES AND PUBLIC ACCOUNTS.

DETAILED STATEMENT.—(Continued.)

Outports.	Magistrates' Salaries.	Clerk of the Peace Salaries.	Constables.		Gaolers' Salaries.	Totals.
			No.	Salaries.		
Brought forward	$7,043	$2,131	28	$2,265	$1,177	$12,616
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	1,086
Little Placentia	.....	.....	1	93	.....	93
Oderin	.....	.....	1	56	.....	56
Merasheen	.....	.....	1	56	.....	56
Burin	800	.....	1	116	140	1,056
Grand Bank	700	.....	1	56	70	826
Lamaline	.....	.....	1	56	.....	56
Harbor Breton	462	.....	1	116	.....	578
Burgeo	500	.....	1	56	.....	556
Spaniard's Bay	.....	.....	1	56	.....	56
Channel	500	.....	1	56	.....	556
Trepassey	.....	.....	1	56	.....	56
	$11,115	$2,131	44	$3,475	$1,527	$18,248

RECAPITULATION.

16	Magistrates	$11,115
5	Clerks of the Peace	2,131
44	Constables	3,475
10	Gaolers	1,527
		$18,248

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 December, 1876, and the years in which the several portions of it are re-payable.

Amt. 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	C. Stat., Cap. 61, T. 17	40,000 00		
Ditto ditto	39th Vic., Cap. 14	60,000 00		
				$1,031,332 86
Amount re-payable in the year	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	1886.....	989 00		
Ditto ditto	1888.....	38,910 00		
Ditto ditto	1889	34,166 96		
Ditto ditto	1890	23,076 00		
Ditto ditto	1891.....	19,652 00		
Ditto ditto	1892.....	3,426 00		
				288,057 36
				$1,319,390 22

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement of the Assets and Liabilities of the Colony of Newfoundland, on the 31st December, 1876.

ASSETS.

Cash in the Union Bank	$47,416 70
Customs' Bonds, Outstanding	89,082 12
Balance due by Cape Race Light House and Fog Whistle Account	9,899 47
	146,398 29
Balance against the Colony	57,605 90
	$204,004 19

LIABILITIES.

Outstanding Warrants	$89,702 39
Outstanding Interest	34,699 62
Balance due General Light House Account	3,176 75
	127,578 76
Unexpended Legislative Grants	76,425 43
	$204,004 19

JAMES J. ROGERSON,
Receiver General.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE YEAR ENDING 31st DECEMBER, 1876.

Expenditure for the under-mentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1875.	Legislative votes and Special Acts, 1876.	Expenditures, 1876.	Unexpended balances, 31st Dec., 1876.	Overdrawn accounts, 31st Dec., 1876.
Addresses, House of Assembly	$1249 50	.....	.....	$1,249 50		
Agricultural Society, St. John's	.....	$75 49	$1,553 84	1,175 00	$454 33	
Agricultural Society Conception Bay	.....	.....	461 54	461 54		
Bannerman Park	.....	.....	160 00	160 00		
Bank Fishery	.....	.....	1,356 00	1,356 00		
Board of Works Act	.....	.....	4,924 00	4,924 00		
" " Contingencies	.....	.....	.....	847 27	.....	847 27
Breakwater, Bonavista	.....	1,384 62	.....	.....	1,384 62	
Cape Race Light House	.....	.....	11,008 60	11,008 60		
Carrying out Crown Lands' Act	.....	.....	340 00	563 37	.....	223 37
Census	.....	290 10	.....	180 00	110 10	
Circuit Courts	.....	.....	5,600 00	4,995 32	604 68	
Civil and Criminal Prosecutions	.....	.....	2,000 00	3,283 97	.....	1,283 97
Cleansing St. John's Streets	.....	.....	1,600 00	2,526 32	.....	926 32

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE YEAR ENDING 31st DECEMBER, 1876.

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1875.	Legislative votes and Special Acts, 1876.	Expenditures, 1876.	Unexpended balances, 31st Dec., 1876.	Overdrawn accounts, 31st Dec., 1876.
Court Houses and Gaols....	.....	.....	$6,000 00	$8,154 51		$2,154 51
Ditto Carbonear	.....	.....	4,000 00	308 00	$3,692 00	
Crown Lands' Act, 7 Vic...	.....	.....	5,162 10	5,162 10		
Dorcas Society, Carbonear	.....	.....	115 38	115 38		
Ditto Harbor Grace..	.....	$120 00	120 00	120 00	120 00	
Ditto St. John's....	.....	.....	230 77	230 77		
EDUCATION, viz.:						
Education Act 37 and 39 Vic.....	.....	....	84,762 38	84,762 38		
Education Act, Pupil Teachers, viz.:						
Congregational "	.....	6 46	12 80	.....	19 26	
Church of England "	... .	152 04	1,466 67	1,423 10	195 61	
Methodist "	.....	188 53	930 58	1,007 09	112 11	
Roman Catholic "	.....	174 00	1,624 00	1,450 00	348 00	
EDUCATIONAL BOARDS on account of Loan 38, Vic., Cap. 22, Sec. 4:						
Congregational.....	.....	128 53	.....	128 53		

Church of England		12,406 04		6,893 77	5,512 27	
Free Kirk		167 73		167 73		
Methodist		9,012 55		9,012 55		
Roman Catholic		16,067 95		2,358 52	13,709 43	
Election Expenses, 1874--76				162 00		162 00
Executive Responsibility				7,522 85		7,522 85
Fuel and Light, Colonial Building			700 00	928 86		228 86
Fuel and Light, Custom-House			400 00	389 83	10 17	
Fuel and Light, Government House			1,000 00	2,148 72		1,148 72
Geological Survey			5,000 00	4,710 98	289 02	
Halifax Fishery Commission				854 32		854 32
Home Industries			3,000 00	1,000 00	2,000 00	
Importation of Moose				60 00		60 00
Inflammable Oil Store		5,871 13		3,540 26	2,330 87	
Inquests			600 00	404 53	195 47	
Insurance, Public Buildings			1,384 00	1,287 86	96 14	
Labrador Accounts			2,500 00	3,155 82		655 82
Legislative Contingencies, 1875				925 15		925 15
Legislative Contingencies, 1876			30,008 76	32,371 65		2,362 89
Lighting St. John's Streets			1,650 00	2,251 49		601 49
Lighting Harbor Grace			346 00	346 00		
LIGHT HOUSES, viz:—						
Cape St. Francis' Erection			20,000 00	7,179 57	12,820 43	
General Lights			27,614 36	27,614 36		
Harbor Grace			4,000 00		4,000 00	

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE YEAR ENDING 31st DECEMBER, 1876.

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1875.	Legislative votes and Special Acts, 1876.	Expenditures, 1876.	Unexpended balances, 31st Dec., 1876.	Overdrawn accounts, 31st Dec., 1876.
Twillingate Erection	.....	.....	$1,000 00	$1,000 00		
Lunatic Paupers	.....	.....	18,000 00	19,550 88	.....	$1,550 88
Masters and Mates	.....	.....	600 00	645 34	.....	45 34
Miscellaneous Votes in Supply	.....	.....	417 00	417 00		
New Wing, Lunatic Asylum	.....	.....	4,000 00	3,700 77	$299 23	
Noon and Fog Gun, and repairs Block House	.....	.....	1,698 00	1,431 66	266 34	
Orphan Asylum (Industrial Department)	.....	.....	230 77	230 77		
Packet Service, Western Bay	.....	.....	140 00	140 00		
Poor in Factory	.....	54	461 54	461 54	54	
Poor Asylum	.....	.....	10,000 00	10,734 25	.....	734 25
Portugal Cove Wharf	.....	.....	4,400 00	5,296 37	.....	896 37
Postages and Incidentals	.....	.....	400 00	1,065 77	.....	665 77
Postal Department	.....	.....	23,000 00	26,681 65	.....	3,681 65
Printing and Stationery	.....	.....	5,000 00	5,446 23	.....	446 23
Protection of Fisheries	.....	.....	.....	1,497 00	.....	1,497 00

Protestant Industrial Schools	923 08	461 54	1,384 62		
Protestant Commercial Schools	41 32			41 32	
Public Wharf, Bonavista	692 31		692 31		
Public Works, Bay-de-Verds	751 94	1,333 33	1,590 10	495 17	
Do Bonavista	638 13	1,333 33	323 75	1,647 71	
Do Burgeo	1,211 76	1,333 33	776 75	1,768 34	
Do Burin	2,906 10	1,333 33	3,980 23	259 20	
Do Carbonear	4,666 66	1,333 33		5,999 99	
Do Ferryland	1,610 00	1,333 33	2,282 21	661 12	
Do Fortune Bay	3,274 58	1,333 33	991 81	3,616 10	
Do Harbor Grace	1,194 10	1,333 33	2,202 40	325 03	
Do Harbor Main		1,333 33	1,333 33		
Do Placentia and St. Mary's	206 07	1,333 33	1,539 40		
Do Port-de-Grave	88 06	1,333 33	1,421 39		
Do Saint John's East	58 40	1,333 33	1,750 37		358 64
Do Saint John's West	196 63	1,333 33	416 84	1,113 12	
Do Trinity	1,726 91	1,333 33	1,313 73	1,746 51	
Do Twillingate & Fogo	1,084 79	1,333 33	1,544 06	874 06	
Quarantine Act			312 00		312 00
Railway Survey		3,078 38	6,381 17		3,302 79
Registration of Jurors		202 00	202 00		
Do of Voters			24 00		24 00
Relief of Poor		75,000 00	90,169 11		15,169 11
REPAIRS, &c. :—					
Protestant Com. Schools	99 62			99 62	

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE, FOR THE YEAR ENDING 31st DECEMBER, 1876.

Expenditure for the under-mentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1875.	Legislative votes and Special Acts, 1876.	Expenditures, 1876.	Unexpended balances, 31st Dec., 1876.	Overdrawn accounts, 31st Dec., 1876.
Church of England Schools	.....	$160 25	.....	.....	$160 25	
Colonial Building	.....	.....	$400 00	939 78	.....	$539 78
Court House Fire Bell	.....	.....	.....	51 28	.....	51 28
Court Houses and Gaols	.....	.....	1,200 00	1,005 94	194 06	
Outport ditto	.....	.....	1,0.0 00	980 71	19 29	
Custom House	.....	.....	100 00	214 26	.....	114 26
Drill Shed	.....	.....	.....	13 23	.....	13 23
Hospitals	.....	.....	6(0 00	1,384 45	.....	784 45
Imperial Buildings	.....	.....	1,000 00	202 50	797 50	
Lunatic Asylum	.....	.....	.....	927 90	.....	927 90
Poor Asylum	.....	.....	400 00	488 51	.....	88 51
Town Clock	.....	.....	69 23	.....	69 23	
Retiring Allowances	.....	.....	13,416 04	13,416 04		
Road Act, 36 to 38 Vic	.....	27,961 93	.....	26,037 32	1,924 61	
Road Act, 39 Vic	.....	.....	91,855 30	79,591 76	12,263 54	
Salaries, Miscellaneous	.....	.....	49,114 00	48,835 39	278 61	
Do Special	.....	.....	45,479 00	45,479 00		
Sewerage	.....	.....	800 00	800 00		
Sheep Preservation Act	.....	.....	1,055 20	1,055 20		

Shipwrecked Crews			2,000 00	5,044 36		3,044 36
Small Pox Preservation Act				40 00		40 00
St. John's Hospital			9,000 00	9,448 59		448 59
St. John's Police Force			31,620 00	32,029 17		409 17
St. John's Rebuilding Act (Cash)			175 40	175 40		
St. Vincent de Paul Society, St. John's			230 77	230 77		
St. Vincent de Paul Society, Harbor Grace			120 00	120 00		
Steam, viz:—						
Channel and Bonne Bay			4,000 00	2,817 00	1,183 00	
Coastal			34,800 00	35,970 00		1,170 00
Conception Bay			6,500 00	7,390 00		890 00
Labrador			7,000 00	7,805 83		806 83
Ocean			69,120 00	68,640 00	480 00	
Timber Act				906 00		905 00
Timber Land Survey				5 00		5 00
Unforeseen Contingencies			2,307 00	2,282 07	24 93	
Water Company			167 20	167 20		
Weights and Measures Act			93 00	139 45		46 45
	$1249 50	$95,538 35	$773,343 10	$844,444 40	$84,612 93	$58,926 38

ESTIMATES AND PUBLIC ACCOUNTS.

N.B.—The undermentioned sums have been dropped from Credit Balances, by the direction of the Government, viz. :—

Circuit Courts	$604 68
Fuel and Light, Customs	10 17
Geological Survey	289 02
Home Industries	2,000 00
Inflammable Oil Store	2,330 87
Inquests	195 47
Insurance of Public Buildings	96 14
New Wing, Lunatic Asylum	299 23
Noon and Fog Gun, &c., and repairs of Block House	266 34
Ocean Steam	480 00
Repairs Protestant Commercial Schools	99 62
Do Church of England "	160 25
Do Court Houses and Gaols	194 06
Do Outport "	19 29
Do Imperial Buildings	797 50
Salaries, Miscellaneous	278 61
Support Protestant Commercial Schools	41 32
Unforeseen Contingencies	24 93
	$8,187 50
Amount to be carried to New Account of 1877	$76,425 43

Financial Secretary's Office,
St. John's, Newfoundland,
30th December, 1876.

W. J. S. DONNELLY,
Financial Secretary.

Examined and found correct,
THOMAS GLEN,
Auditor of Public Accounts.

TREASURY ACCOUNTS.

Consolidated Statement of Revenue and Expenditure by the

1875.				
Dec. 31.—To balance in the Treasury, viz :—				
	In Cash		$44,318 21	
	In Bonds		78,078 32	
				$112,396 53

REVENUE.

1876.				
Dec. 30.—To Customs' Revenue		$753,788 89		
	General Light-houses	29,112 78		
	Harbor Masters' Dues	1,664 50		
	Total amount received from the Customs' Department		$784,066 17	
"	" Crown Lands		4,793 10	
"	" Timber Lands		845 13	
"	" Certificates to Masters and Mates		1,140 00	
"	" Dog Licenses		4 00	
"	" Clerks of the Peace Fees		314 70	
"	" Postal Revenue		15,000 00	
"	" St. John's Hospital		1,113 59	
"	" Lunatic Asylum		368 00	
"	" Licenses		6,616 72	
"	" Sheriffs' Fees		209 80	
"	" Fines and Forfeitures		484 71	
"	" Clerk of Court Fees		915 90	
"	" Inflammable Oil Store Fees		727 20	
"	" Repayments		8,889 63	
"	" Cape Race Light House		25,652 22	
	Carried forward		$851,140 87	$112,396 53

TREASURY ACCOUNTS.

Receiver General, for the year ending 30th December, 1876.

1875.		
Dec. 31.—By Outstanding Warrants.....	$86,684 40	
" " Outstanding Interest.....	29,409 84	
		$116,094 24

EXPENDITURE.

1876.		
Dec. 30.—By Total amount of Warrants drawn on the Receiver General for the year 1876.....	$844,444 40	
" " Interest on Public Debt.....	65,710 53	
" " Interest on Floating Debt.....	1,596 53	
" " Debentures paid off.....	309 26	
" " Treasury Note Account.....	136 00	
		912,196 72

4.00

Dec. 30.—By Balance in Treasury, viz :—		
" " In Cash.....	47,416 70	
" " In Bonds.....	89,082 12	
		136,498 82
Carried forward.....		$1,164,789 78

TREASURY ACCOUNTS.

Consolidated Statement of Revenue and Expenditure by the

	Brought forward.....	$851,140 87	$112,396 53
1876.			
Dec. 30.—To	Loan under Act 39 Vic., C. 14..	60,000 00	
" "	Premium on Loan under Act 39 Vic., C. 14.....	4,350 00	
" "	Outstanding Warrants.....	2,364 37	
" "	Treasury Note Account.....	136 00	
			917,991 24
" "	Outstanding Warrants.....	89,702 39	
" "	Outstanding Interest.....	34,699 62	
			124,402 01
			$1,164,789 78

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

TREASURY ACCOUNTS.

Receiver General, for the year ending 30th December, 1876.

Brought forward.....	$1,164,789 78
	$1,164,789 78

JAMES J. ROGERSON,
Receiver General.

December 30th, 1876.

8

TREASURY ACCOUNTS.

Balance Sheet of the Receiver General's

Cash in the Treasury	$47,416 70
Customs' Bonds outstanding	89,082 12
Cape Race Light House Accounts	9,897 47
Assets	$146,398 29
Public Debt as per Contra	1,319,390 22
Total Debtors	$1,465,788 51

I hereby Certify that the foregoing Accounts are just and true, in every particular, to the best of my knowledge and belief.

JAMES J. ROGERSON,
Receiver General.

St. John's, Newfoundland,
31st December, 1876.

TREASURY ACCOUNTS.

Accounts on the 30th December, 1876.

Outstanding Warrants		$89,702 39
Outstanding Interest		34,699 62
General Light Houses		3,176 75
Liabilities		127,578 76
Debentures issued, viz:		
St. John's Rebuilding Act, Consolidated Statutes Cap. 80	$3,435 30	
Carbonear Street Act, Ditto, Cap. 82	1,681 10	
Harbor Grace Street Act, Ditto, Cap. 81	5,814 58	
Act 22nd Vic., Cap. 16, Consolidated Stock	89,410 71	
" 23rd " " 12, Poor Asylum	23,076 93	
" 26th " " 6, St. John's Sew'age	69,230 96	
" 28th " " 18, Consolidated Stock	100,000 00	
" 29th " " 20, Ditto	100,000 00	
" 31st " " 15, Consolidation of Debt	200,000 00	
" 32nd " " 11, Ditto	13,710 00	
Consolidated Statutes, Cap. 56, Title 16	335,338 00	
Ditto Cap. 61, St. John's Hospital	40,000 00	
Act 38th Vic., Cap. 12, Store for Oils	10,000 00	
" 38th " " 22, Public Service	60,000 00	
" 37th " " 11, Consolidation of Debt	207,692 64	
" 39th " " 14, Public Service	60,000 00	
		1,319,390 22
Revenues and Expenditure being excess of Assets over Liabilities		18,819 53
Total Creditors		$1,465,788 51

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditure by the Board of Works, on account of Light Houses, for the year ending 30th December, 1876.

Gdneral Light Houses	$1,268 69
Fort Amherst	1,461 08
Leading Lights	119 84
Harbor Grace Light	1,704 67
Harbor Grace Beacon	411 21
Baccalieu	1,903 30
Green Island	1,543 11
Bonavista	1,884 03
Wadham's	1,662 35
Cape Spear	1,659 49
Ferryland	1,898 68
Cape St. Mary's	1,533 12
Cape Pine	1,658 92
Dodding Head	1,429 05
Brunette	1,400 74
Puffin Island	731 12
Rose Blanche	773 31
Belloram	250 43
Fort Point	296 30
Cann Island	759 54
Boar Island	628 78
Rocky Point	119 73
Garnish Beacon	92 90
Channel Head	372 01
Twillingate	2051 96
	$27,614 36

BOARD OF WORKS.

CONSOLIDATED STATEMENT—(Continued.)

In addition to the foregoing Expenditure, the sum of $7,179.57, has been expended in the erection of a Light-house and Alarm at Cape St. Francis; it is charged against the General Revenue of the Colony, and not against the Light-house fund.

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

BOARD OF WORKS,
30th December, 1876.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

BOARD OF WORKS.

CONSOLIDATED STATEMENT

Expenditure by the Board of Works, on Account of Public Works, for the year ending 30th December, 1876.

	1876. Grant and Balance 1875.	Expended	Unexpended.	Over-drawn.
St. John's East	$1,397 73	$1,750 37	.....	$352 64
St. John's West	1,532 21	419 09	$1,113 12	
Harbor Grace	2,539 55	2,214 52	325 03	
Port-de-Grave	1,421 59	1,413 68	7 91	
Harbor Main	1,333 33	1,333 00	33	
Carbonear	6,887 82	59 44	6,828 38	
Bay-de-Verds	2,085 27	1,590 10	495 17	
Trinity Bay	3,060 24	1,303 73	1,756 51	
Bonavista Bay	1,971 46	223 75	1,747 71	
Twillingate and Fogo	2,418 12	1,280 08	1,138 04	
Ferryland	2,943 33	2,282 21	661 12	
Placentia and St. Mary's	1,539 40	1,447 65	91 75	
Burin	1,657 56	1,185 36	472 20	
Fortune Bay	4,614 91	998 81	3,616 10	
Burgeo and LaPoile	2,545 09	776 76	1,768 33	
	$37,947 61	$18,278 55	$2,0021 70	$352 64

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

Board of Works,
30th December, 1876.

BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditure by the Board of Works, for the year ending December 30th, 1876.

Lunatic Asylum Expenses	$19,550 88
Hospital Expenses	9,448 59
Poor Asylum Expenses	10,734 25
Court Houses and Gaols Expenses	8,154 51
Repairs St. John's Court Houses and Gaols	1,005 94
Repairs Outport Court House and Gaol	980 71
Repairs Hospitals	1,384 45
Repairs Poor Asylum	492 51
Repairs Colonial Building	939 78
Repairs Lunatic Asylum	927 90
New Wing Lunatic Asylum	3,700 77
Repairs Custom House	214 26
Repairs Imperial Buildings	202 50
Fuel and Light Colonial Building	928 86
Fuel and Light Custom House	393 73
Fuel and Light Government House	2,148 72
Contingencies, Board of Works	847 27
Cleansing St. John's Streets	2,532 32
Block House	749 55
Fog and Noon Gun	682 11
Constabulary	1,180 61
Portugal Cove Wharf	5,296 37
Kerosene Oil Store	3,540 26
Insurance on Public Buildings	1,287 86
	$77,325 71

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

Board of Works,
30th December, 1876.

BOARD OF WORKS.

DETAILED

Of Expenditure by Board of Works on account of

ROADS.	Balances and Special Votes.
Pouch Cove to Portugal Cove *via* Bauline	.....
Torbay to Bauline	.....
Bennett's Mill to Gould's	$35 59
Old Placentia Road to Topsail Road	.....
LeMarchant Road	100 00
South Side, St. John's	150 00
St. John's to Portugal Cove	162 08
St. John's to Cape St. Francis	.....
St. John's to Cape Spear	22 00
St. John's to Brigus	100 00
Goulds' to Renews	1039 70
Trepassey to Renews	805 08
Manuel's S. Shore to Prices	50
Salmon Cove to Gaster's	100 00
Cat's Cove, Collier's Bacon Cove	300 00
Holyrood through Seal Cove	36 50
Holyrood to Witless Bay	92 45
Holyrood to Placentia	24 00
Brigus to Carbonear	118 37
Spaniard's Bay to New Harbor	2 67
New Harbor to Heart's Content	43 52
Carbonear to New Perlican	191 06
Carbonear to Bay-de-Verds	211 10
Bay-de-Verds to Red Head	.....
Salmon Cove Bridge to Heart's Content Road	175 40
New Perlican to Grate's Cove	84 72
Dildo to Chance Cove	14 15
New Harbor to Dildo	133 90
Old Perlican to Island Cove	40 82
Grates Cove to Bay-de-Verds	45 53
Old Perlican to Bay-de-Verds	74 30

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending 30th December, 1876.

Grants.	Expended.	Unexpended.	Overexpended.
$225 00	$225 00		
187 50	187 50		
375 00	328 63	$81 96	
150 00	127 00	23 00	
300 00	394 82	5 18	
450 00	841 84	.....	$241 84
375 00	408 25	128 83	
525 00	736 72	.....	211 72
300 00	270 72	51 28	
750 00	1146 62	.....	296 62
900 00	1959 70	.....	20 00
750 00	842 67	712 41	
75 00	85 22	.....	9 72
75 00	118 70	56 30	
112 50	300 00	112 50	
75 00	75 50	36 00	
487 50	446 60	133 35	
750 00	686 20	88 40	
750 00	1103 61	.....	235 24
472 50	347 44	127 73	
450 50	480 20	13 32	
900 00	936 15	154 91	
937 50	1031 98	116 62	
75 00	63 30	11 70	
300 00	499 75	.....	24 35
825 00	877 25	32 47	
300 00	292 35	21 80	
75 00	201 97	6 93	
300 00	188 00	152 82	
150 00	135 35	60 18	
150 00	206 15	18 15	

BOARD OF WORKS.

DETAILED

Of Expenditure by Board of Works on account of

ROADS.	BALANCES AND SPECIAL VOTES.
Trinity to Bonavista	$180 00
Trinity to King's Cove	480 32
Trinity to Plate Cove or Indian Arm	156 60
Catalina to Bird Island Cove	223 50
Trinity to British Harbor	303 20
King's Cove to Tickle Cove	54 74
Greenspond to Cape Freels	151 95
Brookland to Indian Arm *via* S. Bay	404 97
Salvage to Happy Adventure	468 65
Cat Harbor to Ragged Harbor	209 07
Seldom-Come-By to Fogo	234 75
Tizzard's Harbor to Moreton's Harbor	.....
Moreton's Harbor to Western Head	44 00
Western Head to New Bay	.....
Cape Freels to Gander Bay	319 44
New Bay Head to Fortune Harbor	9 70
Twillingate to Bluff Head and Gillard's Cove	60 48
Tilton Harbor to Fogo	172 49
Round Harbor to Tilt Cove	187 99
Jackson's Arm to King's Cove, head of Green Bay	.....
N. W. Arm to Burton's Pond	.....
Rogue's Harbor to Bett's Cove	.....
Exploits to Sergeant's	7 41
Round Harbor to Snook's Arm	115 00
Snook's Arm to Burton's Pond	.....
Twillingate to Long Point	55 50
Trepassey to St. Mary's	.....
Placentia to Little Placentia	44 35
Salmonier to St. Mary's	.....
Placentia to Cape Shore	78 80
Western Shore, Placentia Bay	231 34

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending 30th December, 1876.

Grants.	Expended.	Unexpended.	Overexpended.
$810 00	$805 73	$184 27	
750 00	607 57	622 75	
225 00	270 17	111 43	
225 00	254 60	193 90	
450 00	321 83	431 37	
150 00	84 80	119 94	
525 00	631 70	45 25	
900 00	1023 07	281 90	
375 00	481 10	362 55	
150 00	243 95	115 12	
245 25	393 86	86 14	
150 00	148 00	2 00	
112 50	121 30	35 20	
30 00	30 00		
324 75	533 10	111 09	
75 00	84 70		
112 50	145 05	27 93	
120 00	36 95	255 54	
75 00	211 99	51 00	
150 00	150 00		
50 00	50 00		
87 50	87 50		
112 50	111 90	8 01	
75 00	92 00	98 00	
50 00	50 00		
37 50	35 65	57 35	
150 00	150 00		
375 00	375 15	44 20	
300 00	278 70	21 30	
750 00	1086 50	.....	257 70
225 00	299 70	156 54	

BOARD OF WORKS.

DETAILED

Of Expenditure by Board of Works on account of

ROADS.	Balances and Special Votes.
Branch to Distress	$340 35
Burin to Grand Bank.....	1134 48
Burin to Garnish	575 25
Grand Bank to Garnish...	251 10
Harbor Breton to Belloram	516 50
Harbor Breton to Connaigre	2 00
Head St. John's Bay to Wreck Cove	.....
Belloram to St. Jacques	.....
Harbor Breton to Gaultois	103 55
Miller's Passage to Little Bay.....	284 50
Hermitage Cove to Pass Island.....	290 00
Bean Harbor to Bay l'Argent	340 00
Burgeo and La Poile Roads	200 96
Upper and Lower Burgeo	131 05
La Poile to Plante	.....
Rose Blanche to Channel	429 41
Harbor Le Cou to Rose Blanche....	57 24
King's Cove to Plate Cove	95 87
Bonavista to Bird Island Cove.....	127 80
Greenspond to Centre....	8 32
Knight's Cove to Amherst Cove....	197 51
Postal Road, Harbor Grace	166 73
Brigus to Nine Island Pond	26 82
Hall's Town, Northern Gut, to Snow's Pond	323 80
Jackson's Arm to Western Arm....	.....
Big Wild Cove, Herring Neck to Little Bay Islands and Twillingate	26 50
Lush's Bight to Ward's Harbor	.....
South Harbor, Little Bay Islands, to Soolian's Cove..	.....
Jenken's Cove to French Beach....	29 91
Northern Mail Route.....	811 03

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending 30th December, 1876.

Grants.	Expended.	Unexpended.	Overexpended.
$487 50	$511 55	$316 30	
1650 00	2368 64	415 84	
367 50	763 49	179 26	
150 00	277 90	123 20	
450 00	636 65	329 85	
75 00	77 00		
300 00	221 57	78 43	
75 00	23 11	51 89	
150 00	246 55	7 00	
225 00	270 50	239 00	
300 00	540 00	50 00	
750 00	631 70	458 30	
525 00	483 20	242 76	
150 00	250 15	30 90	
150 00	163 25	.....	$13 25
450 00	879 41		
150 00	207 24		
150 00	105 10	140 77	
75 00	145 35	57 45	
150 00	137 24	21 08	
150 00	51 25	296 26	
900 00	980 43	86 30	
112 50	110 00	29 32	
262 50	574 00	12 30	
75 00	75 00		
75 00	60 70	40 80	
37 50	37 50		
37 50	37 50		
75 00	80 00	24 91	
1500 00	2069 22	241 81	

BOARD OF WORKS.

DETAILED

Of Expenditure by Board of Works on account of

ROADS.	BALANCES AND SPECIAL VOTES.
St. Shott's to Cape Pine	$663 60
Heart's Ease to Butter Cove	7 57
Brigus Goulds to Long Harbor	1325 78
Upper Amherst Cove to Catalina	13 94
Black Island Tickle to Kyer's Cove	3 80
Shoal Bay to Fogo	48 00
Jackson's Arm to Birchy Cove.....	.....
Hare Bay to Fogo	34 25
Connaigre to Gaultois	100 00
	$16965 81

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

Board of Works,
30th December, 1876.

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending 30th December, 1876.

Grants.	Expended.	Unexpended.	Overexpended.
$375 00	$924 28	$96 32	
45 00	23 28	29 29	
.....	377 63	948 15	
225 00	111 30	127 64	
75 00	77 00	1 80	
75 00	124 20	.....	1 20
37 50	37 50		
75 00	110 85	.....	1 60
75 00	167 90	7 10	
$31702 50	$39728 90	$10252 65	$1313 24

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

Jan. 1.—	To	George Ruby, Heavy-tree road.....	$7 00	
"	"	Clearing Sewers.....	8 30	
3	"	M. J. Power, ironwork.....	6 24	
"	"	W. L. Parker, powder and nails.....	2 69	
8	"	Wm. Sinnott, repairs bridges.....	9 00	
"	"	R. Tobin, Kilbride drains.....	3 00	
14	"	Clearing tanks and pumps.....	13 90	
15	"	Clearing tanks, pumps and gratings...	9 45	
22	"	S. Ruby, road by Peter Shorts.....	6 00	
"	"	Pumps, tanks and gratings.....	12 30	
"	"	Crane's Lane, gratings and drains.....	3 00	
"	"	Carter's Hill drains.....	1 20	
Feb. 3	"	Tanks, drains and gratings.....	24 80	
"	"	J. L. Duchemin, repairing pump, Patrick Street.....	10 78	
"	"	J. L. Duchemin, repairing pumps, Dreelans Well.....	7 18	
"	"	J. L. Duchemin, repairing pump, Freshwater Road.....	6 90	
"	"	J. L. Duchemin, repairing pump, James' Street.....	11 45	
"	"	J. W. Beer, safety rails, Freshwater Bay	9 00	
"	"	Geo. Beer, cutting ice.....	4 00	
11	"	W. Ennis, timber for bridges.....	4 00	
23	"	J. W. Boyd, on account of bridge, Freshwater Bay.....	10 00	
				170 19
24	"	Geo. Beer, on account of bridge, Freshwater Road.....	5 00	
"	"	Michael Young, 3 days' labor.....	1 50	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

March 4.	To opening gratings, tanks and pumps...	$5 00		
"	" Geo. Skinner, carpenter, one day, railing Stuart's Cove.....	1 00		
"	" L. Murphy, labourer, one day, railing Stuart's Cove.....	50		
28	" M. J. Power, ironwork	2 60		
April 1	" Opening gratings and drains.....	8 90		
4	" Moses Neil, balance due as superintendent of works, 1872.....	14 25		
"	" Clearing sewers and gratings.....	1 75		
"	" E. Duder, rope, &c., for snow hauling	3 00		
"	" Proprietor *Public Ledger*, printing road orders.....	10 25		
11	" J. W. Beer, per H. W. Seymour, Freshwater, advances on account of labour.....	10 20		
"	" Clearing tanks.....	2 00		
13	" Patrick Murphy, 43 sticks.....	21 50		
15	" Clearing ice gratings.....	5 70		
"	" Wm. Baird and others, balance due on provisions.....	04		
17	" P. Fynn, Wm. Clarke and W. Doyle, advances on account of labour.....	20 10		
"	" J. W. Beer, Freshwater, advances on account of labour.....	13 00		
22	" Clearing ice and drains.....	6 05		
"	" Ditto ditto George Street.	9 75		
				142 09
"	" Clearing snow.....	577 25		
24	" James Doyle, sticks for bridges.....	20 00		

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

April 28		To drains and moving nuisance boxes.....	$17 95	
May 5		" George Street sewers and drains.....	17 90	
"		" P. Murphy, carting gravel.....	70	
"		" Ditto ditto timbers.....	80	
6		" John Hawkins, night watching.....	1 48	
13		" Raising gravel.....	41 40	
"		" Measuring paving stones.....	3 00	
15		" W. Kirwin, measuring paving stones	7 50	
"		" Henry Cook, ditto	9 22	
"		" James Healey, ditto	6 68	
"		" Haley Moore, ditto	19 35	
"		" Power Murphy, ditto	19 20	
19		" P. Fitzgerald, ditto	13 85	
"		" W. Ennis, Freshwater, advances on account of labour.....	18 60	
"		" Measuring paving stones.....	11 55	
"		" Raising gravel.....	13 80	
20		" S. Reddicks, Heavy-tree road.....	8 00	
26		" Windsor & Myrick, wheelbarrows.....	11 40	
				$319 88
"		" Mullins bridge.....	2 30	
"		" Water Street.....	3 00	
29		" Jas. Doyle, Hayes' to Old Placentia road.....	8 00	
June 2		" Water Street.....	16 33	
"		" Planting trees.....	6 00	
3		" J. Downey, planting trees, promenade	37 50	
9		" Measuring paving stones.....	11 50	
"		" Gravelling Water Street.....	15 10	
10		" James Murphy, repairs bridge.....	2 20	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

June 10—	To Michael Hayes, repairs Hayes' road...	$10 00	
	" Inspector Brien, waggon expenses.....	5 50	
	" S. Reddick, Peter Short's road.....	1 40	
14	" D. Murphy, cartage paving stones to Patrick Street.....	11 00	
	" D. Brien, waggon expenses.....	6 50	
16	" Patrick Street.....	3 00	
	" Watering trees, promenade.....	2 12	
	" Dreelan's Well road.....	6 46	
	" Water Street, breaking stone.....	12 48	
23	" Patrick Street.....	8 80	
	" Lundrigan's road.....	2 00	
			$171 19
June 23—	" Marsh road.....	9 25	
21	" S. Ruby, Heavy-tree road	18 00	
26	" George Skinner, repairs Water-closets	2 50	
28	" James Doyle, Harvey's road.....	8 00	
	" Wm. Hafey, Freshwater	12 00	
	" Stephen Reddicks, by Peter Short's....	1 00	
30	" J. Cormack, cartage paving stones	3 25	
	" W. Carroll, by Walker's Pearl Town....	8 00	
	" W. Tobin, Hayes' road.....	10 00	
	" James Baird, Supplies	18 52	
	" Patrick Street Plank Road Gravel.....	12 25	
	" New Gower Street	4 90	
	" Foot's Lane	6 65	
	" Lazy Bank, Monday's Pond Road.....	21 48	
July 1—	" W. Walsh, paving Patrick Street.....	14 40	
	" J. L. Duchemin, pump, Patrick Street	7 90	
	" J. L. Duchemin, pump, James' Street	6 24	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

July 1—	To J. L. Duchemin, pump, Tank Lane.....	$27 77	
	" J. L. Duchemin, boxes for snow.....	6 04	
	" J. L. Duchemin, half cost pump, Freshwater.....	3 25	
			$201 40
4	" Winsor and Vallance, plank and nails for Water-closets.....	2 20	
	" E. Duder, lumber and nails	29 85	
	" Job Brothers & Co., nails, Freshwater	6 74	
	" R. Whiteway, Diamond's Marsh.....	16 00	
6	" St. John's Streets.....	68 75	
	" Samuel Ruby, repairs Ruby road.....	22 50	
	" J. & W. Boyd, lumber for Promenade	26 37	
	" J. & W. Boyd, plank for Water Street drains	1 67	
	" S. Reddick, Peter Short's road.....	4 60	
	" W. Reilly, Cockpit road.....	18 00	
15	" Dennis Merner, Bay Bulls' road.....	13 30	
	" John Whiteway, bridges Old Placentia Road.....	18 00	
	" John Whiteway, Junior, Lundrigan's road	12 00	
	" Grant for Streets.....	85 80	
	" Wm. Tobin, Hayes' road.....	5 00	
	" John Whiteway to farms John Lester	18 00	
	" W. Sinnott, Bay Bulls' Old Line.....	10 00	
	" Proprietor *Patriot*, order books	5 00	
	" M. McGrath, three days' labor	2 10	
	" P. E. Walsh, Whiteway's to Old Perlican road.....	4 50	
			370 38

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

July 18	To Thomas Walsh Pennywell road	$12 00	
	" W. Walsh, paving Job's Lane	11 80	
21	" Job's Lane paving	21 70	
	" James Neville, Cockpit road	9 00	
	" Waggon per Inspector to Black Marsh	2 00	
	" Beck's Cove	2 98	
24	" M. Brennan, Gregory Griffin's road	4 00	
	" Paving stones	1 70	
	" James King, repairs road	7 00	
	" James Neville, repairs drains	1 50	
	" Richard Whiteway, Diamond Marsh	8 00	
	" Inspector Brien, Waggon to Deer's Marsh	7 00	
	" Water Street, gravelling	19 95	
31	" J. Walsh, farms of Walsh and others	6 00	
	" Samuel Ruby, road by Peter Shorts	41 60	
August 4	" Beck's Cove to Bennett's Mill	8 35	
	" Wm. Sinnott, Heavy-tree road	36 00	
	" Peter Murphy, Greg. Griffin's road	4 50	
7	" Waggon per Inspector Brien, to Heavy-tree road	2 50	
	" Water Street gravel	7 00	
			214 58
	" Joseph Cooper, one lantern	1 50	
9	" Thomas Walsh, Nowlan's and Somers farms	4 00	
12	" John Whiteway, Lundrigan's farm	14 00	
15	" Water Street	17 50	
25	" George Street, flushing sewers	12 13	
26	" Beck's Cove, Water Street, per R. Walsh	5 00	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

Aug. 26—	To Thomas Whelan, one wheelbarrow.....	$1 50	
	" R. Crimp, Waggon.....	1 00	
	" Water Street and Coves	4 83	
Sept. 1—	" Clearing sewers and drains	14 75	
	" W. Tobin, balance of contract for Hayes' road	2 00	
14	" Thomas Walsh, Nowlan's road.....	7 00	
15	" Carter's Hill.....	1 58	
	" Holdsworth and Water Street.....	20 41	
18	" W. Hafey, Wigmore's Gully	2 50	
22	" M. Aylward, Coady's bridge.....	2 50	
	" Holdsworth Street sewer.....	19 80	
	" J. Crotty, one day's cartage.....	1 50	
	" E. Rielly, Wigmore's Gully bridge.....	1 00	
27	" J. & W. Boyd, plank for Dunscombe's bridge.....	1 52	
			$139 02
	" J. W. Boyd, deals Sinnott's bridge.....	4 02	
	" Whitewashing boxes.....	5 45	
29	" Pokeham sewers.....	11 33	
Oct. 5	" E. Duder, plank, Holdsworth street.....	1 13	
	" Ditto stores, Freshwater.....	9 60	
	" Ditto nails	67	
	" Ditto brushes, &c.....	4 72	
	" Winsor & Vallance, scantling, Freshwater.....	3 60	
	" Winsor and Vallance, plank, Wigmore's Gully.....	8 00	
	" Winsor and Vallance, plank, Wigmore's Gully	2 80	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876

Oct. 5	To	E. Duder, nails	$00 80	
6	"	Pokeham Path sewers	19 50	
	"	P. Murphy, cartage	90	
11	"	Job Bros. & Co, whitewash brushes	1 00	
	"	J. L. Duchemin, pumps	3 15	
	"	Ditto screw bolts	2 50	
16	"	Michael Hayes, Hayes' road	6 00	
19	"	John Hawley, hinges for boxes	10 43	
	"	Ditto nails, Sinnott's bridge	1 67	
20	"	New Gower Street sewers	7 50	
Nov. 4	"	Walsh and Hickey, cartage stone	3 80	
17	"	Opening and clearing sewers, Job's lane	7 45	
Dec. 5	"	Preparing stone for Water Street	5 95	
	"	Joseph Mullowny, repairing gratings	1 00	
12	"	Wm. Hafey, repairing Hafey's road	12 00	
15	"	Preparing stone for Water Street	9 29	
	"	Preparing stone for pavement, Water Street	6 70	
22	"	Breaking stone and clearing sewers	10 50	
23	"	P. Murphy, cartage flags	1 80	
29	"	Clearing tanks and pumps	6 95	
30	"	Kate Ronan, cleansing pay office	26 00	
				$196 21
	"	Petty Harbor roads	675 90	
	"	Black Head roads	157 40	
	"	Petty Harbor, from junction with Bay Bulls	153 50	
	"	Maddocks' Cove roads	45 60	
	"	Freshwater towards Topsail by Kirmount	240 20	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

Dec. 30—To Monday's Pond to Topsail road.....	$29 50	
" Petty Harbor to Goulds by Forest Pond	224 85	
" Second Pond Bridge, Goulds to Petty Harbor.....	361 20	
" Pridham's Point to Maddocks' Cove.....	42 34	
" Hughes' bridge, Broad Cove towards Topsail.....	109 30	
" Where most required.....	155 46	
" Waterford bridge by Lunatic Asylum to Old Placentia road.....	160 00	
" Freshwater to Black Head.....	40 40	
" Le Marchant road.....	100 00	
" South Side road.....	150 00	
" Broad Cove roads.....	231 10	
" Water Street.....	10 80	
" 10 per cent. on proportion of Grant....	214 00	
		$3101 55
" Balance.....		335 85
		$5862 34

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

Board of Works,
30th December, 1876.

BOARD OF WORKS.

Expenditure on account of Roads, St. John's West, for year 1876.

Jan. 1	By Balance 38 Vic	$504 09
Feb. 24	By St. John's East, flags	247 05
Dec. 30	By Grant 39 Vic	5105 20
	By St. John's to Brigus	6 00
		$5862 34

CHARLES DUDER,
Chairman

JOHN STUART,
Secretary.

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Jan.	6	To Cochrane Street drains	$3 90	
		" Market-house steps	60	
		" Clearing drains and tanks	8 40	
		" Market house steps	2 40	
	8	" Star of Sea platform	40 41	
	13	" W. & L. Parker, nails, Leary's bridge	4 20	
	14	" Market house steps	2 40	
		" New Town road	1 80	
		" Prescott Street	4 35	
		" Tanks and sewers	6 00	
	15	" Market house steps	60	
		" Water Street gratings	3 60	
	28	" Carter's hill drains	1 20	
		" Water Street gratings	4 80	
		" Market house steps	1 20	
		" Leary's Pond road	4 80	
		" Irwin's bridge	6 90	
		" Rennie's and O'Brien's road	4 20	
Feb.	3	" Military road	1 50	
		" Prescott Street	4 20	
		" Barnes' Lane	3 00	
				$110 46
		" Nunnery hill	3 00	
		" Queen's road	7 00	
		" Duckworth street	7 50	
		" Gower street	7 50	
	11	" King's road gratings	1 75	
	18	" Sharpe, Kelly & Co., boxes for snow	5 40	
		" J. & T. Southcott, drain pipes	2 00	
	21	" Saint John's west, flags	247 05	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Mar. 28	To M. J. Power, smithwork	$5 64		
April 5	" Proprietor *Public Ledger*, printing road orders	10 25		
22	" Duckworth street, repairs	3 60		
27	" James Doyle, sticks	20 00		
28	" Military road and Marsh hill gratings and drains	16 09		
	" Rennie's mill road, repairs	1 75		
May 5	" Duckworth street and Marsh hill, repairs	23 79		
12	" Monkstown road, repairs	13 13		
13	" Bake-house to Queen's bridge	8 00		
19	" Water street and Nunnery hill drains	15 15		
	" Paddock fence, opposite Fort William	3 80		
26	" Nunnery hill	11 30		
	" Clearing snow, winter months	889 46		
			$1300	16
	" Major's path	2 60		
	" Duckworth street sewer	12 00		
June 2	" Raising gravel	2 48		
	" Major's path	27 00		
	" Kenny's pond road	16 92		
	" Long Pond road	6 20		
	" Duckworth street sewer	26 70		
9	" Major's path	31 90		
	" Water Street, gravelling	14 70		
	" Duckworth street sewer	24 30		
	" Kenny's pond road	22 10		
	" Neagle's hill	18 60		
	" Board for Duckworth street sewer	59		

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

June 16	To Duckworth street sewer	$23 20	
	" Kenny's pond road	17 45	
	" Major's path	23 60	
	" Monk'stown road	2 34	
	" Neagle's hill road	10 84	
	" McBride's hill	18 50	
20	" Major's path, per James Tracey	12 00	
21	" Winsor and Myrick, one wheelbarrow	5 00	
			$319 02
23	" Rawlin's cross	22 51	
	" Marsh hill	10 20	
	" New town road	12 10	
	" Steer's road	9 00	
	" Cahill's road	9 70	
	" Power's to White hills	17 30	
	" Round Quidi Vidi road	19 15	
	" Kenny's pond road	4 77	
	" Old Portugal Cove road	19 00	
	" Rennie's mill road	10 40	
	" King's Road	29 68	
	" Duckworth Street	13 57	
	" John Kavanagh, in full for damage to property	40 00	
24	" John Norris, labour	2 80	
25	" Wm. Morrissey, Old Portugal Cove	8 00	
	" John Salmon, Hatchett's road	12 00	
	" James Baird, supplies	18 52	
	" Old Portugal Cove road	22 00	
	" Round Quidi Vidi	18 00	
			298 70

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

June 30		To King's bridge road, say King's bridge road	$12 00	
		" Rawlins' cross	18 50	
		" New town road	21 80	
		" Rennie's mill road drain	18 95	
		" Marsh hill	29 40	
July	1	" Jas. Gleeson, nails, Kenny's pond road	84	
		" J. L. Duchemin, half-cost pump, Freshwater	3 25	
	3	" W. and G. Rendell, board, Duckworth street drain	4 78	
		" W. and G. Rendell, board, Rennie's mill road	55	
		" J. and W. Boyd, plank, Quidi Vidi bridge	2 64	
		" E. Duder, board, Rennie's mill road	6 30	
		" M. J. Power, ironwork	10 10	
	4	" Job Bros. & Co., measuring tape	3 00	
		" Bowring Bros., plank, Quidi Vidi road	3 00	
	5	" Williams' bog, Round road	2 00	
	7	" New town road	3 80	
		" Repairing boxes	6 13	
		" King's bridge road	4 53	
		" Old Portugal Cove road	2 40	
		" Rawlins' Cross	3 10	
		" Water Street	20 60	
				$177 67
		" Rennie's Mill road	22 70	
		" Prescott Street	1 05	
		" Military road	3 15	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

July 8	To J. & W. Boyd, plank for Quidi Vidi bridge	$17 90	
	" Duckworth Street	38 65	
	" Rennie's Mill road	11 10	
	" White Cat hill	9 80	
	" Old Nunnery hill	4 90	
	" Gower Street	4 52	
	" Water Street	20 43	
	" Jas. Longan, whitewashing boxes	2 10	
	" Proprietor *Patriot*, road order books	5 00	
	" Walsh and Murphy, paving stones	3 74	
18	" Philip Wheeler, William's bog road	8 00	
	" John Bell, Quigley's farm	20 00	
21	" Water Street	6 13	
	" Prescott Street	24 30	
	" Duckworth Street	7 50	
	" Long Pond road	2 80	
			$213 77
	" Gower Street	7 90	
	" R. Murphy, paving stones	2 97	
24	" Military road	15 90	
	" Water Street	20 65	
	" Gower Street	3 50	
31	" Military road	11 80	
	" Cathedral Street	6 00	
	" Bell Shute lane	14 50	
Aug. 5	" Philip Wheeler, William's bog	6 00	
11	" Long Pond road	14 00	
	" Water Street and Military road, paving	16 00	
	" Neagle's hill	2 40	

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Aug. 11	To Queen's road	$12 25	
	" Military road	9 05	
18	" Old Nunnery hill	4 80	
	" Marsh hill	10 24	
	" Water Street	1 06	
24	" Winsor & Myrick, two wheelbarrows	10 00	
25	" Water Street	6 90	
	" Marsh hill	8 08	
			$180 80
	" Circular road	1 40	
	" White Cat hill	2 05	
	" Military road	18 81	
	" Duckworth Street	1 40	
Sept. 1	" Duckworth Street, side walk	8 13	
	" White Cat hill	11 40	
	" Cleansing drains and gratings	6 90	
	" King's bridge road	6 15	
	" Marsh hill	1 57	
	" Marsh hill	20 23	
8	" Duckworth Street side walk	4 88	
	" Duckworth Street, repair road	7 00	
	" Victoria Street	2 80	
	" Water Street	10 85	
	" White Cat Hill	8 15	
	" Monk's Town road	2 80	
	" Clearing drains and gratings	1 70	
15	" Bell Shute	8 00	
	" Monk's Town road	7 00	
	" Gower Street	7 70	
			138 92

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Sept. 15	To Duckworth street	$9 40		
	" J. Salmon, Hatchett's road	12 60		
18	" Wm. Hafey, Wigmore Gully	2 50		
22	" Cathedral street	12 28		
	" Duckworth street	8 23		
	" King's bridge road	3 80		
	" Old Chapel lane	16 30		
	" Quidi Vidi roads, floods	6 00		
	" E. Reilly, Wigmore gully bridge	1 00		
29	" Jas. Fox, salt, Court house steps	40		
	" Gower street	3 53		
	" Military road	4 90		
	" Hill of Chips	27 03		
	" Queen's road, paving	4 40		
Oct. 6	" Old Nunnery hill	6 80		
	" Monk's town road	3 00		
	" King's bridge road	7 99		
	" Gratings	12 06		
	" Kate Ronan, attending pay office to 31st Dec	26 00		
11	" Jas. Gleeson, measuring tape	70		
				$168 32
	" J. L. Duchemin, pumps	3 15		
13	" Carter's hill	2 76		
	" Gregory's lane	2 06		
	" Drains and gratings	13 15		
	" Cathedral hill	4 20		
	" Old Chapel lane	16 40		
20	" Cathedral hill	6 38		
27	" Candles for drains	64		

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Oct. 27	To Duckworth street	$19 13		
	" M. Hamilton, paving Nunnery and Cathedral hills	5 60		
Nov. 3	" M. Hamilton, paving	3 00		
	" Duckworth street	19 15		
	" Old Chapel lane	4 20		
10	" Clearing sewers, Water street	10 40		
	" Old Chapel lane	10 93		
	" Repairing boxes	1 60		
17	" Clearing sewers, Water street	23 38		
24	" M. Brien, Oxen pond road	30 00		
	" Clearing sewers, Maggotty Cove	2 10		
Dec. 1	" Labour, Dicks' platform	6 74		
			$184 97	
	" Victoria street, repairs	5 55		
	" Sewers, Water street	20 51		
	" Signal hill road	3 53		
4	" N. Power, road, Major's path	12 00		
	" Signal hill road	6 90		
	" Victoria street	4 68		
	" Water street	4 25		
	" M. Hamilton, paving	7 20		
22	" P. Byrne, 6 days clearing Court-house steps	2 40		
29	" P. Byrne, 5 days clearing Court-house steps	2 00		
30	" Portugal Cove roads	537 05		
	" Torbay roads	842 07		
	" Flat Rock roads	324 73		
	" Pouch Cove roads	441 95		

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Dec. 30—To Belle Isle and Lance Cove roads	$409 50		
" Outer Cove, Middle Cove, and Logy Bay	219 70		
" Indian Meal road	245 97		
" Logy Bay roads	179 00		
" Outer Cove roads	156 00		
" Middle Cove roads	110 50		
" Pine river road	85 20		
" Pouch Cove to Portugal Cove *via* Bauline	107 20		
" Torbay to Bauline	146 01		
" Quidi Vidi road	207 05		
" Contingent account, 10 per cent. on grant	722 40		
" Wm. Allen, laying boughs, St. John's to Cape St. Francis	12 00		
		$4815	35
		$7917	14

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

Board of Works,
30th December, 1876.

BOARD OF WORKS.

Expenditure on account of Roads, St. John's East, for year 1876.

Jan. 1	By balance, 38 Vic			$151 27
June 24	" W. Grieve & Co., 4 flags	$2 00		
Sept. 23	" Government House, 80 flags	16 00		
Oct. 3	" Ditto 18 flags	3 60		
Dec. 30	" Major's Path to Logy Bay	4 65		
				26 25
	" Grant, 39 Vic.			7124 40
	" Balance			615 22
				$7917 14

CHARLES DUDER,
Chairman.

JOHN STUART,
Secretary.

FINANCIAL SECRETARY'S ACCOUNTS.

Consolidated Statement of Expenditure for the undermentioned Services for the year ending December 30th, 1876.

Addresses House of Assembly	$1,249 50
Agricultural Society, St. John's	1,175 00
Ditto Conception Bay	461 54
Bank Fishery Bill	1,356 00
Bannerman Park	160 00
Carrying out Crown Lands' Act	563 37
Census	180 00
Circuit Courts	4,995 32
Civil and Criminal Prosecutions	3,283 97
Coastal Steam	35,970 00
Conception Bay steam	7,390 00
Channel and Bonne Bay steam	2,817 00
Crown Lands' Act	5,162 10
Election expenses, 1874 and 1876	162 00
Executive responsibility	7,522 85
Halifax Fishery Commission	854 32
Home Industries	1,000 00
Geological Survey	4,710 98
Importation of Moose	60 00
Inquests	404 53
Labrador Account	3,155 82
Labrador Mail Steam Service	7,805 83
Lighting St. John's Streets	2,251 49
Masters and Mates	645 34
Miscellaneous Votes in Supply	417 00
Ocean steam	68,640 00
Postages and Incidentals	1,065 77
Printing and stationery	5,446 23
Protection of fisheries	1,497 00

FINANCIAL SECRETARY'S ACCOUNTS.

Consolidated Statement of Expenditure for the undermentioned Services for the year ending December 30th, 1876.—(Continued.)

Quarantine Act	$312 00
Sheep Preservation Act	1,055 20
Small Pox Prevention Act	40 00
Saint John's Police Force	32,029 17
Timber Act	906 00
Timber Land Survey	5 00
Unforeseen Contingencies	2,282 07
Weights and Measures	139 45
	$207,171 85

W. J. S. DONNELLY,
Financial Secretary.

Examined and found correct,
THOS. GLEN,
Auditor of Public Accounts.

Financial Secretary's Office,
December 30th, 1876.

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads under

	DISTRICTS.	GRANT.
	St. John's East	$7,124 40
	St. John's West	5,105 20
		$12,229 60
	BAY-DE-VERDS :—	
	No. 1 Division	$554 00
	No. 2 "	1,319 00
	No. 3 "	805 00
	No. 4 "	295 60
		$2,973 60
	BONAVISTA :—	
Boards.	Bonavista Proper	$849 20
	Under direction of the Board of Works	504 00
	King's Cove	420 00
	Tickle Cove and Open Hall.....	310 00
	Musgrave Town	185 00
	Brooklynn	210 00
	Keels	200 00
	Salvage	475 00
	Indian Arm	200 00
	Green's Pond	780 00
	Gooseberry Island	320 00
	Pool's Island	750 00
		$5,203 20

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$7,124 40		
5,105 20		
$12,229 60		
$500 10	$53 90	
1,123 85	195 15	
708 50	96 50	
247 60	48 00	
$2,580 05	$393 55	
$514 56	$334 64	
154 00	350 00	
103 35	316 65	
194 30	115 70	
156 30	28 70	
151 00	59 00	
13 95	186 05	
55 60	419 40	
18 50	181 50	
639 31	140 69	
216 20	103 80	
728 55	21 45	
$2,945 62	$2,257 58	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads

	DISTRICTS.	GRANT.
	BURGEO & LAPOILE :—	
Boards.	Burgeo.....	$650 00
	La Poile ...	175 00
	Rose Blanche	500 00
	Burnt Island	220 00
	Channel ...	494 20
		$2,039 20
	BURIN :—	
Boards.	Burin Proper	$1,618 80
	Great and Little St. Lawrence	258 80
	Lawn	111 60
	Lamaline and Coves	566 00
	Grand Bank and Fortune	716 00
		$3,071 20
	CARBONEAR :—	
	Carbonear..	$2,195 20
	FERRYLAND :—	
Boards.	Renews.....	$964 40
	Ferryland...	465 20
	Cape Broyle	296 00
	Bay Bulls..	312 40
	Witless Bay	696 80
	Goulds to Shoal Bay	102 80
		$2,567 60

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$456 20	$193 80	
175 00		
448 35	51 65	
206 89	13 11	
492 72	1 48	
$1,779 16	$260 04	
$777 80	$841 00	
215 00	43 80	
95 72	15 88	
292 24	73 76	
716 00		
$2,096 76	$974 44	
$1,576 32	$618 88	
$694 40		
328 93	$136 27	
296 00		
312 36	04	
573 65	123 15	
102 80		
$2,308 14	$259 46	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads under

	DISTRICTS.	GRANT.
	FORTUNE BAY :—	
Boards.	Gaultois	$830 00
	Harbor Breton	555 20
	Garnish	660 00
	English Harbor	130 00
	Belloram	140 00
		$2,315 20
	HARBOR GRACE :—	
Boards.	Harbor Grace	$2,245 20
	South Side	501 20
	Bay Roberts	946 80
	Cooley's Point	392 00
	Island Cove	604 40
	Spaniard's Bay	532 40
		$5,222 00
	HARBOR MAIN :—	
Boards.	Harbor Main	$1918 00
	Horse Cove Road	140 00
	Topsail.....	811 60
		$2,869 60

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$561 20	$573 80	
406 93	148 27	
318 10	341 90	
75 36	54 64	
62 50	77 50	
$1,119 09	$1,196 11	
$2,014 62	$230 58	
493 89	7 31	
610 41	336 39	
353 47	38 53	
342 30	262 10	
289 75	242 65	
$4,104 44	$1,117 56	
$1,918 00		
140 00		
817 10		$5 50
$2,875 10		$5 50

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads under

	DISTRICTS.	GRANT.
	PLACENTIA & ST. MARY'S :—	
Boards.	Trepassey	$280 00
	Hollyrood and Peter's River	70 00
	St. Mary's and River Head	420 00
	Mall Bay	20 00
	Salmonier, North Side	123 00
	Salmonier, South Side	103 00
	John's and North Harbor	63 00
	Branch, etc.	210 00
	Great Placentia	645 40
	Little Placentia	535 60
	LaManche	50 00
	Harbor Buffett	250 00
	Isle of Valen	191 00
	Sound Island	94 80
	Woody Island	84 00
	Paradise	185 00
	St. Kyran's	176 00
	Oderin	350 00
	Merasheen	92 00
		$3,942 80
	PORT-DE-GRAVE :—	
Boards.	Brigus	$1,230 00
	Cupids	846 80
	Port-de-Grave	1,080 80
		$3,157 60

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$276 00	$4 00	
70 00		
420 00		
20 00		
123 00		
103 00		
63 00		
92 40	117 60	
630 10	15 30	
423 90	111 70	
.....	50 00	
171 90	78 10	
191 00		
54 70	40 10	
78 17	5 83	
180 00	5 00	
112 60	63 40	
1 20	348 80	
.....	92 00	
$3,010 97	$931 83	
$1,042 25	$187 75	
486 80		
900 25	190 55	
$2,789 30	$378 30	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads under

	DISTRICTS.	GRANT.
	TRINITY:—	
Boards.	Smith's Sound, Entrance	$110 00
	Smith's Sound, North Side	70 00
	Random Sound, N.W. Arm	55 00
	Random Sound, N. W. Arm	127 50
	Shoal Harbor, N. W. Arm	300 00
	Random Sound, S. W. Arm	150 00
	Random Sound, S. W. Arm	125 00
	Catalina	680 00
	Bird Island Cove	300 00
	English Harbor and Salmon Cove	420 00
	Trinity Proper	730 00
	Bonaventure	250 00
	Smith's Sound	142 00
	New Harbor	587 80
	Heart's Content	960 00
	Hant's Harbor	485 00
	Old Perlican	468 00
	Grate's Cove	300 00
	Board of Works	30 50
		$6,270 80

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$34 00	$76 00	
54 11	15 89	
55 00		
115 05	12 45	
220 00	80 00	
45 50	104 50	
36 00	89 00	
676 90	3 10	
300 00		
372 83	47 17	
523 91	206 09	
176 45	53 55	
124 50	17 50	
302 70	285 10	
721 21	238 79	
485 00		
460 80	7 20	
292 60	7 40	
30 50		
$5,027 06	$1,243 74	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

Of Expenditure on account of Local Roads under

	DISTRICTS.	GRANT.
	TWILLINGATE & FOGO :—	
Boards.	Cat Harbor	$80 00
	Musgrave Harbor	316 00
	Indian Islands	100 00
	Seldom-come-By	210 00
	Tilton Harbor	160 00
	Joe Batt's Arm	320 00
	Fogo	445 00
	Change Islands	286 00
	Herring Neck	404 00
	Twillingate Islands	1,338 00
	Tizzard's Harbor	393 00
	Exploits Burnt Island	350 00
	Waldron's Cove and Fortune Harbor	175 00
	New Bay	50 00
	Loon Bay	40 00
	Leading Tickles	100 00
	Snook's Arm	100 00
	Ward's Harbor	225 00
	Dominion Point	70 00
	Little Bay Island	100 00
	Lush's Bight	40 00
	Sullivan's Cove	70 00
	Wild Bight	30 00
	Harry's Harbor	145 00
	Jackson's Arm	165 00
	Nipper's Harbor	213 20
		$6,085 20

Examined and found correct,

THOS. GLEN,

Auditor of Public Accounts.

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Act 39 Vic., Cap. 2, for the year ending 30th Dec., 1876.

Expenditure.	Unexpended.	Overexpended.
$54 10	$25 90	
177 06	138 94	
100 00		
181 00	29 00	
.....	160 00	
313 20	6 80	
319 42	125 58	
18 20	267 80	
297 60	106 40	
1,045 38	292 62	
393 00		
213 69	136 31	
60 00	115 00	
50 00		
34 40	5 60	
160 00		
56 00	144 00	
225 00		
70 00		
100 00		
40 00		
70 00		
30 00		
145 00		
165 00		
213 20		
$4.531 25	$1,553 95	

W. J. S. DONNELLY,
Financial Secretary.

Financial Secretary's Office,
December 30th, 1876.

POOR RETURNS.

Expenditure for Relief of Poor during

Districts.	January.			February.			March.		
	£	s.	d.	£	s.	d	£	s.	d.
St. John's Permanent Poor	126	11	0	124	11	6	125	5	6
Casual Poor....	228	9	10	256	12	1	275	13	0
Orphanages	.....			.....			172	7	0
Incidentals.....	13	6	5	3	3	0	20	2	0
Brigus.....	188	6	6	79	9	7	31	2	6
Burin.....	71	13	0	.....			22	0	0
Bay-de-Verds	56	15	6	14	10	0	39	3	0
Burgeo and Lapoile.....	96	0	0	5	5	0	42	17	6
Bonavista.....	42	5	0	5	18	0	16	5	0
Carbonear	68	12	6	23	0	0	55	5	0
Fortune Bay	34	10	0	.....			55	10	0
Ferryland.....	90	6	6	67	14	6	116	10	6
Harbor Grace.....	670	2	3	106	0	6	26	11	0
Harbor Main.....	68	17	6	46	13	7	36	11	3
Placentia and St. Mary's	6	0	0	.....			0	1	9
Trinity	112	4	0	171	4	6	27	12	0
Twillingate and Fogo.....	59	3	0	33	10	6	5	0	0
Labrador	3	0	0	.....			.....		
French Shore.....	6	0	0	.....			.....		

POOR RETURNS.

the year ended 30th December, 1876.

April.			May.			June.			July.		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
126	2	0	126	4	0	129	5	0	129	2	6
263	1	3	250	3	6	220	17	0	219	19	9
.....			.....			145	0	0	.....		
0	8	8	0	10	3	.....			1	17	16
168	15	0	173	1	6	42	1	8	266	15	0
44	0	0	181	12	6	218	11	0	15	15	0
102	14	0	270	10	0	126	19	0	214	3	8
66	10	0	97	5	0	40	0	0	81	0	0
107	15	0	365	13	6	214	15	0	137	11	6
111	16	0	27	0	0	31	7	6	149	16	0
28	0	0	61	7	0	31	10	0	25	10	0
89	12	0	328	3	6	66	0	6	130	17	0
407	16	0	160	2	10	55	15	0	459	2	3
58	16	6	106	6	0	66	18	0	107	4	6
43	10	0	753	15	6	19	1	3	42	0	0
259	13	0	358	17	0	253	16	0	261	16	0
29	12	6	51	0	0	531	7	9	24	3	0
.....			6	0	0	.....			.....		
.....			.....			.....			10	0	0

POOR RETURNS.

Expenditure of Relief of Poor during

District.	August.			September.			October.		
	£	s.	d.	£	s.	d.	£	s.	d.
St. John's Permanent Poor	127	19	6	128	5	6	126	15	2
" Casual Poor.....	210	18	3	210	11	9	207	13	9
" Orphanages,.....	.....			142	0	0	.....		
" Incidentals.....	0	15	9	12	5	10	0	1	6
Brigus	61	4	10	9	5	0	228	2	0
Burin	102	12	6	24	18	0	51	10	0
Bay-de-Verds.....	27	10	0	71	19	6	162	2	10
Burgeo and La Poile.....	92	2	0	66	7	6	170	0	0
Bonavista	18	2	6	78	7	6	132	12	6
Carbonear	16	12	6	49	5	0	87	2	0
Fortune Bay.....	47	0	0	20	10	0	31	0	0
Ferryland	90	11	0	58	13	0	155	19	0
Harbor Grace.....	65	10	5	55	10	0	434	9	6
Harbor Main.....	47	0	2	15	9	0	90	2	6
Placentia and St. Mary's..	29	15	6	43	10	0	310	0	0
Trinity.....	163	14	0	91	13	4	251	15	0
Twillingate & Fogo.....	61	3	9	99	17	6	108	2	6
Labrador	.....			.....			.....		
French Shore	1	12	6	1	5	0	.....		

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

POOR RETURNS.

the year ended 30th December, 1876.

November.			December.			Amount.			Total.		
£	s.	d.	£	s.	d.	£	s.	d.			
124	16	2	124	2	2	1519	0	0			
205	13	9	258	18	3	2808	12	2			
.....			149	10	0	607	17	0			
1	17	7	10	17	0	65	5	6			
									5000	14	8
98	18	7	12	1	0	1359	3	2			
309	0	6	30	15	0	1072	7	6			
83	0	0	17	10	0	1186	17	6			
58	5	0	83	5	0	898	17	0			
201	15	0	70	15	0	1391	15	6			
17	0	0	22	17	6	659	14	0			
97	0	0	51	3	0	483	0	0			
137	10	0	99	13	0	1431	10	6			
91	10	6	40	5	6	2572	15	9			
63	19	10	20	12	0	728	10	10			
519	6	3	31	15	0	1798	15	3			
240	7	0	108	18	0	2301	7	10			
271	3	6	310	6	0	1584	12	0			
8	0	0	1	10	0	18	11	0			
.....			.....			18	17	6	17,506	15	3
									£22,507	10	0

JOHN CASEY,
Commissioner of Poor.

90 030

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Jan. 7—Schooner *Alice*, of Conception Harbour, Buck, master, paid for support of 8 of crew	£16	4	0			
8—Brigantine *Blackwood*, of St. John's, Palfrey, master, paid for passage of 2 of the crew	0	15	0			
13—Brigantine *Blackwood*, of St John's, Palfrey, master, paid for board and lodging of 2 of the crew	1	6	0			
26—Schooner *Waterwitch*, of Cupids, Spracklin, master, paid for conveying luggage to Brigus	0	6	6			
" Schooner *Caledonia*, of Cupids, Delaney, master, paid for board and lodging of 19 of the crew	12	16	6			
28—Brig *Elizabeth and William*, of Carbonear, Skinner, master, paid for horse and sleigh hire and board and lodging for captain and crew	2	4	0			
				£33	12	0
Feb. 1—Schooner *Eugene*, of St. Pierre, paid for board and lodging of 3 of the crew at St. Laurence	0	18	0			
2—Ship *Sanspariel*, of Liverpool. G.B., Poole, master, paid for board and lodging of 4 of the crew 35s., and for clothing £5 19s	7	14	0			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Feb. 2	Schooner *Maggie Campbell*, of Baddeck, paid for passage of 6 of crew from Burgeo to St. Pierre..	£3	0	0		
4	Brig *Elizabeth and William*, of Carbonear, Skinner, master, paid for 16 meals for crew as per account	0	10	0		
"	Ship *Sanspariel*, of Liverpool, G.B., Poole, master, paid the amount of Jno. Evans, owner.....	2	10	0		
7	Ship *Sanspariel*, of Liverpool, G.B., Poole, master, paid for board and lodging of the crew.....	4	15	0		
21	Ship *Sanspariel*, of Liverpool, G.B., Poole. master, paid for board and lodging of 4 of the crew.....	1	15	0		
23	James Smith and Robert McKay, paid Messrs. Harvey & Co., for passage hence to Montreal.....	10	0	0		
26	Brigantine *Royal Arch*, of St. John's, Costigan, master, paid for board and lodging of 8 of the crew	2	8	0		
					£33	10 0
Mar. 18	Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging, sleigh hire and travelling expenses of the crew.....	29	4	0		

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Mar. 21—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging of 24 of the crew.....	£1	8	0
22—Brig *Jura*, of St. John's, Pinsent, master, paid for the passage of 2 of the crew from New York.....	1	16	0
24—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging of 52 of the crew.....	3	10	8
27—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board for 49 men, 1 meal each at 8d. a meal.....	1	12	8
28—Schooner *Kate*, of St. John's Thos. Duff, master, paid for board and lodging of 6 of crew for 39 days each at 2s. a day.....	23	8	0
29—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board for 3 men, 3 meals each, at 8d. a meal.....	0	6	0
20—Brigantine *Sarah Grace*, of St. John's, O'Flaherty Master, paid for conveying luggage of part of crew.....	0	15	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Mar. 31—Schooner *Kate*, of St. John's, Thos. Duff master, paid for passage of 6 of crew from Harbor Breton to St. John's	£7	15	0	
				£69 15 4
April 1—Brigantine *Challenge*, of P.E. Island, paid for board and lodging of 4 of the crew for 5 days at 2s. each per day	2	0	0	
11—Schooner *Waterwitch*, of Cupids, Spracklin, master, paid special messenger anent the dead body of Wm. Spracklin	0	5	0	
13—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging of the crew	4	2	0	
" Brig *Elizabeth and William*, of Carbonear, Skinner, master, paid for board for 7 men, 7 meals at 8d. a meal	0	4	8	
22—Ship *Sanspariel*, of Liverpool, G.B., Poole, master, paid for board and lodging of the crew	5	2	6	
24—Schooner *Waterwitch*, of Cupids, Spracklin, master, paid on account of interment of the dead body of Wm. Spracklin	1	5	0	
25—Steamship *Hector*, of St. John's, Cummins master, paid 9 men 10s. each to get to Old Perlican	4	10	0	

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

April 25—Ship *Sanspariel* of Liverpool, G.B., Pool master, paid the amount of N. Smith's order	£16	12	0			
27—Schooner *Waterwitch*, of Cupids, Spracklin master, paid on account of coffin for Wm. Spracklin	0	5	0			
" Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for 19 of the crew for board and lodging	1	18	0			
				£36	4	2
May 2—Steamer *Mastiff*, of Harbor Grace paid to drive 6 sick men and two others to Island Cove	1	0	0			
" Ship *Sanspariel*, of Liverpool, G.B., Poole, master, paid for board and lodging and passage of the crew	21	13	6			
3—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid P. Dea, of Bay Bulls, for the board of 19 of crew	1	5	4			
4—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for 23 meals for crew at 8d. a meal	1	7	4			
Paid for 70 meals for crew at 8d. a meal	2	6	8			
8—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging, and sleigh hire for crew	1	4	4			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

May 11—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging and sleigh hire for crew	£1	4	0	
17—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for 47 meals on account of crew at 8d. a meal	1	11	4	
18—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for 26 meal for 26 men at 8d. a meal	0	17	4	
20—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging and sleigh hire on account of crew	1	6	8	
29—Thomas Bennett's schooner, of Burin, lost at Little Placentia, December 1875, paid for the interment of two of the crew	2	16	9	
				£36 13 3
June 2—Schooner *Ida*, of Twillingate, Eliott, master, paid board and lodging of 6 of the crew	0	18	0	
5—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for board and lodging, and cash advanced the crew at Renews	6	0	0	

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

June 6—John Dunphy, for 12 months' services to date	£10	0	0			
16—Brigantine *Sarah Grace*, of St. John's, O'Flaherty, master, paid for conveying 6 of the crew and luggage to Cape Broyle	1	0	0			
23—Schooner *Ida*, of Twillingate, Elliott, master, paid for board and lodging of the crew at Fogo	2	8	0			
30—Brigantine *Royal Arch*, of St. John's, Costigan, master, to Nathaniel Rabbitts, Esq., of Brigus, for assistance rendered the crew in Straits of Belle Isle	25	0	0			
				£45	6	0
July 4—Schooner *Ebenezer*, of St. John's, Halfyard, master, paid for the support of 3 of the crew, from December, 1872 to May, 1873, £5 each	15	0	0			
18—Schooner *Fox*, of Fogo, Halley, master, paid for the passage of captain from Glace Bay	0	12	0			
20—Schooner *Fox*, of Fogo, passage of 5 of the crew from New Bay	1	16	0			
21—Schooner *Fox*, of Fogo, Halley master, paid for board and lodging of 5 of the crew, 85 meals at 8d. per meal	2	16	8			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

July 22—Schooner *Musgrave*, of Rose Blanche, paid for diet and clothing furnished the crew April 1874.....	£12	10	6			
25—Schooner *Fox*, of Fogo, Halley, master, paid for the passage of 5 of the crew hence to Fogo.....	3	0	0			
				£35	15	2
Aug. 5—Schooner *Two Brothers*, of Carbonear, Foot, master, paid for board of 4 of the crew.....	0	5	4			
15—Schooner *Myrtle*, of Catalina, Taylor, master, paid for the passage of 7 of the crew home.....	8	0	0			
17—Schooner *Myrtle*, of Catalina, Taylor, master, paid the captain's expenses to Goose Bay.....	1	0	0			
18—Schooner *Two Brothers*, of Carbonear, Foot, master, paid for the passage of 4 of the crew hence to Carbonear	1	0	0			
22—Schooner *Myrtle*, of Catalina, Taylor, master, paid for 8 meals on account of the captain at 8d. a meal	0	5	4			
				10	10	8
Sept. 18—Schooner, *Laurel*, of Port-de-Grave, Morgan, master, paid 5 of the crew to get home.....	1	15	0			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Sept.20—Schooner *Laurel*, of Port-de-Grave, Morgan, master, paid Messrs. W. Grieve & Co. for the passage of 8 of the crew to their homes.....	£11	0	0			
" Schooner *Bee*, of Ochre Pit Cove, White, master, paid for the passage of 4 of the men from Sizes Harbour to Bay-de-Verds 32s 6d.	6	10	0			
Paid for the passage of 2 men—1 to Betts Cove and 1 to St. John's	2	10	0			
" Schooner *Mary*, of Black Head, Hudson, master, paid Messrs. W. Grieve & Co. for the passage of 6 of the crew from Sizes Harbour —4 to Bay-de-Verds, 1 to Betts Cove and 1 to St. John's.....	9	0	0			
21—Schr. *Silver Spring*, of St. John's, Jerequel master, paid for board and lodging for crew, 16 days each, 96 days, at 2s. per day.....	9	12	0			
32—Schooner *Laurel*, of Port-de-Grave, Morgan master, paid for board for 5 of the crew, 1 meal each at 8d per meal.....	0	3	4			
				£40	10	4
Oct. 2—Telegram to Harbor Grace on account of 45 shipwrecked persons, sent per *Hercules* to Harbor Grace....	0	2	3			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Oct. 2—Schooner *Favorite*, of Carbonear, King master, paid Henry Norman to get to Belle Isle.....	£0	2	0
" Paid for the luggage of 45 shipwrecked persons from W. Grieve & Co's wharf to C. F. Bennett & Co's...	0	3	0
" John Dicks, boat lost, August last, paid John Steer for passage of 6 of crew from Pools Island to Salvage	2	10	0
3—Schooner *Lovely Ann*, of Catalina, Blundell master, paid 1 of the crew to get home to Western Bay	0	7	6
" Schooner *Laura*, of Catalina, Facey master, paid 4 of the crew to get home, 7s. and 6d each.....	1	10	0
" Schooner *Favorite*, of Carbonear, King master, paid George Hudson to get to Carbonear.....	0	7	6
" Schooner *St. Mary's*, of Western Bay, Walsh master, paid S. Perry to get home.....	0	7	6
4—Schooner *Glenara*, of St. John's, Jacobs master, paid J. Ford to get to Western Bay.....	0	7	6
5—Schooner *Indefatigable*, of Harbor Grace, Hearn master, paid Miles Galway to get home.....	0	5	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Oct. 6—Schooners *St. Kilda, Indefatigable, Favorite, Lilly* and *Elizabeth*, paid 11 meals on account of 11 women at 1s. 3d.....	£0	13	9
7—Schooner *Lilly* of Bay Roberts, Dawe master, paid for breakfast for 5 person, at 8d. per meal.....	0	3	4
" Schooner *Laura*, of Catalina, Facey master, paid for breakfast for 4 men at 8d. per meal.....	0	2	8
" Schooner *St. Kilda*, of Harbor Grace, paid for breakfast for 6 men, at 8d. per meal.....	0	4	0
" Schooner *Indefatigable*, of Harbor Grace, Hearn master, paid for breakfast for 6 men at 8d. each	0	4	0
" Schooners *Lilly, St. Kilda, Indefatigable Glenara, Favorite*, and *Elizabeth*, paid for the passage of the crews hence to Harbor Grace.....	21	19	0
19—Schooner *Alice*, King master, paid for board and lodging of 2 of the crew.....	0	12	0
" Schooner *St. Mary's*, of Western Bay Walsh master, paid for board and lodging of part of crew.....	1	7	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Oct. 21—Schooners *Lilly, St. Kilda, Indefatigable, Favorite, Glenara* and *Elizabeth*, paid T. M. Cairns, of Harbor Grace, for cash paid the crews to get home.....	£3	16	6			
" Schooner *Myrtle* of Catalina, Taylor master, paid Messrs. Baine, Johnston & Co., Battle Harbor, on account of crew.....	11	18	0			
24—John Dicks and brothers, wrecked on Wadham Island, paid James Burden for boat and crew to go in search of them.....	3	0	0			
" *Lovely Ann*, of Catalina, Blendell, master, paid Messrs. Brown Bros. for the board of 4 of the crew.....	4	0	0			
" Brig *Island Lass*, of St. John's, Jas. Brown, captain, paid for passage of two of the crew from New York.....	1	19	7			
				£56	2	1
Nov. 1—Schooner *Jessie*, of Bay Roberts, Snow, master, paid for board for 17 persons 4 days each—68 days at 2s. a day.....	6	16	0			
" *Brothers*, of King's Cove, Brown, master, paid for diet, passage, and boat hire for 32 men; *Dash*, of King's Cove, McGrath, master, paid for diet, passage, and boat hire for 32 men.....	20	9	6			

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Nov. 1	Paid on account of 2 vessels shipwrecked on Labrador, travelling expenses to Western Bay.....	£0	5	0
"	Nicholas White, Light-house, keeper, Cape Bonavista, paid him on account of relief given 6 castaway men	0	9	0
"	Fifteen shipwrecked crews, 176 persons, all told, paid Messrs. J. & W. Stewart for passage and diet from Labrador, as per account	150	0	0
"	Steerage passage of 126 persons, paid to Messrs. W. Grieve & Co., for passage and diet from Labrador	150	0	0
2	Schooner *Jessie*, of Bay Roberts, Snow master, paid for diet of 5 men from French Shore to Bay Roberts.....	0	8	0
3	Schooner *Alert*, of St. John's, Snow master, paid for passage of 4 men hence to Harbor Grace.....	1	0	0
"	Five men shipwrecked, paid Messrs. W. Grieve & Co., for passage from Twillingate to Little Bay Island.....	1	5	0
6	Schooner *Julia*, of Catalina, paid George Briole, of Greenspond, for board for 5 of the crew.....	0	10	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Nov. 7	—*Bashew*, of Harbor Grace, Fitzgerald master, paid on account of 5 men and 2 women to get home...	£0	10	6
9	Schooner *Emily*, paid J. H. Watson, Esq., for the passage and diet of 8 of the crew and expenses home	5	11	0
"	Passage and diet of 2 girls shipwrecked on Labrador, paid J. H. Watson, for expenses incurred....	4	9	0
10	Schooner *Bashew*, of Harbor Grace, Fitzgerald master, paid for the passage of 12 men from Tilt Cove	3	0	0
"	Schooner *Laura*, of Catalina, Facey master, paid for passage, diet and and clothing of 18 persons.....	22	15	6
11	Schooners *Brothers* and *Dash*, of King's Cove, paid for board and lodging for 5 men, 6 days each, at 2s. per day.....	3	0	0
"	Schooner *Royal Arch*, of St. John's, Costigan, master, paid Daniel King,, for the diet of 13 persons for 4 days at 2s. per day	5	4	0
14	Schooner *Bashew*, of Harbor Grace, Fitzgerald master, paid for board and lodging of 12 persons.....	0	14	8
"	Schooner *Two Brothers*, of Carbonear, Foot, master, paid for 1 pair of boots for Charles Butt.....	1	10	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Nov. 21	Schr. *Silver Spring*, of St. John's, lost in the Straits of Belle Isle, for board for 6 men for 9 days at 2s. per day	£5	8	0
"	Schooner *Alice M. Cooper*, of Port-de-Grave, Carson master, paid for the board of 5 men for 3 days, at 2s. per day	1	10	0
25	Schooner *Laura*, Facey, master, paid J. W. Norman for supplies given the crew	9	0	6
"	Schooner *Glenara*, Jacobs, master, paid J. W. Norman for supplies given the crew	4	3	0
"	Schooner *Elizabeth*, Horwood master, paid J. W. Norman, of Moran Harbour, for supplies	2	12	0
"	Schooner *Lilly* of Bay Roberts, Dawe master, paid J. W. Norman for for supplies for the crew	4	10	9
"	Schooner *Runnymede*, Reymond, master, paid J. W. Norman for supplies for the crew	6	9	0
"	Schooner *Alice*, King master, paid J. W. Norman, of Moran Harbour, for supplies for the crew	6	8	9

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Nov. 21	Schooner *Indefatigable*, of Harbor Grace, Hearn master, paid J. W. Norman for supplies for the crew	£1	13	6
22	George Brett, paid him for conveying home 10 persons from Cat Harbour, to Greenspond and thence to their home, Keels.....	10	0	0
"	Shooner *Tyro*, of Port-de-Grave, Hussey, master, lost at Sloop Cove, Labrador, paid Messrs. Butler & LeDrowe on account of 11 of the crew.....	22	14	0
"	Schooner *St. Mary's*, of Western Bay Walsh master, paid for board and passage of 9 persons from Labrador.....	9	2	0
"	Schooner *Laurel*, of Port-de-Grave, Morgan, master, paid J. Cromey for board, provisions and clothing of 8 of crew.....	12	6	2
"	Schooner *Bee*, of Black Head, lost at Labrador, paid Jas. Cromey for board for 7 men, 9 days at 2s. a day.....	6	6	0
"	Schooner *Mary*, of Ochre Pit Cove, lost at Labrador, paid J. Cromey for board for 6 men, 9 days at 2s. a day.....	5	8	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Nov. 23	Schooner *Bashew*, of Harbor Grace, Fitzgerald, master, paid for the passage of 12 persons from Tilt Cove	£13	10	0		
"	*Lovely Ann*, of Catalina, Blundell, master, paid J. W. Norman, of Indian Harbor, for provisions for crew	7	14	6		
"	Schooner *Hollyhock*, lost at Forteau, paid for board for 37 men, for 3 days at 2s. per man per day	11	2	0		
24	Schooner *Glenara*, of St. John's, Jacobs, master, paid for board and passage of 8 men and 3 women from Labrador	33	12	0		
25	Schooner *Catherine*, Jno. Kennedy, master, paid Jno. Louis for board for 44 men at 2s. 6d	5	10	0		
27	Schooner *Alice M. Cooper*, of Port-de-Grave, Carson, master, paid for board for 5 men, 1 day at 2s. each	0	10	0		
"	Passage of 3 ship-wrecked men, from Channel to Brigus and St. John's, per order of F. A. Parsons	2	15	0		
					£560	2 4
Dec. 1	Schooner *Indefatigable*, of Harbor Grace, Hearn, master, paid Peter Dwyer for provisions for 19 persons	6	6	0		

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Dec. 1—Schooner *Sarah Grace*, of St. John's, O'Flaherty, master, paid Wm. Freeman for cash advanced 6 of the crew, 3s. each.....	£0	18	0
" Schooner *Two Brothers* of Carbonear Foot master, paid Oscar Forward on account of 4 of her crew.....	5	10	0
4—Schooner *Eva*, to Alexander McKay Esq., for the passage of 3 of the crew from Channel to St. Georges Bay.....	1	0	0
6—Schooner *Indefatigable* of Harbor Grace, Hearn master, paid J. Costello of King's Cove, for the passage and diet of 15 of the crew for 6 days.....	9	12	0
11—Schooner *Native Lass*, of Holyrood, Veitch master, paid for diet and passage of 8 men for 21 days, from Cape Harrison to Holyrood	16	16	0
12—Schooner *Lovely Ann*, of Catalina, Blundell master, paid Thomas Stone for passage and diet of 14 persons for 24 days.....	10	12	0
" Schooner *Mary Jane*, of Harbor Main, Hanniford master, paid James Buck for the passage and diet of 13 persons from Labrador to Conception Harbor.....	10	8	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Dec. 14—Schooner *Brothers*, of King's Cove, 8 persons, Schooner *Indefatigable*, of Harbor Grace, 5 persons, paid Wm. Clouter of Catalina for passage and diet of 13 persons for 11 days, from Labrador.....	£14	6	0
16—Schooner *Cyrus* of Harbor Grace, Parsons master, paid for board for 4 men, 19 meals at 8d. per meal.....	0	12	8
" Hewett's boat of Trepassey, paid Robt. Power of Ferryland, on account of Micheal Healy of Black Head and sick men.....	0	14	0
" Brigt. *Sarah Grace*, of St. John's, O'Flaherty master, paid for and on account of the crew for board and lodging and sleigh hire.....	2	10	4
23—Brig *Island Lass*, of St. John's. Whelan master, paid for the passage of 1 of the crew from New York.....	2	3	2
26—Schooner *Alpha*, Maddocks owner, paid for the passage and food of 13 men from St. John's to Conception Bay, lost at Labrador.....	4	7	6
" Schooner *Sea Slipper*, paid J. Hartery of Broad Cove, Bonavista Bay, for board and lodging for 11 men for 9 days, at 2s per day.....	9	18	0

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Dec. 26—Schooners *Dash* and *Two Brothers*, paid Joseph Brown, of King's Cove, for board for 4 men 12 meals each, 48 meals at 8d. per meal....	£1	12	0			
" Paid Union Bank for a Bill of Exchange on Board of Trade, London, on account of the crews of the following vessels, viz.: *Duke York, Volant, Trefoil, Charlotte* and *Exiphias*.....	205	14	8			
				303	0	4
				£1,261	1	8

SHIPWRECKED CREWS.

Expenditure for the Relief of Shipwrecked Crews, during the year ended 30th December, 1876.

Cr.

1876.					
Jan. 10	By Bill of Exchange on Board Trade London	£205	14	8
March 31	" Warrant	138	17	4
June 27	" Do	116	3	5
Oct. 4	" Do	86	16	2
Nov. 27	" Do	607	9	5
Dec. 24	" Do	106	0	8
		£1,261	1	8

JOHN CASEY,
Commissioner.

JOHN DUNPHY,
Accountant.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

POSTAL RETURNS.

Dr. *The Postmaster General of Newfoundland for the Year ended*

1876.

Jan. 1—To Balance from 1875 account.....			$3,009 82
Dec. 31 " Postage on Correspondence per British Packet, year ended this date....	$780 15		
" Amount of Inland Postage.....	431 10		
" Amount of Postage on Way Letters.....	88 11		
" Amount of Postage on Letters posted in St. John's for town delivery	4 10		
" Amount of Fees on Ship letters...	1 8		
" Amount of Fees on Foreign letters delivered by carriers.....	69 90		
			1,374 44
" Amount of Postage Stamps sold during the year 1876.....			11,924 23
" Amount of Commission on Money Order business for the year 1876			590 00
" Amount of balance of Sea Postage account with London, £212 13s. 1¾ at 20 per cent. premium.....			1,020 75
			$17,919 24

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts

POSTAL RETURNS.

in account with the Local Government, 30th December, 1876. *Cr.*

1876.

By Amount paid Receiver General.....		$15,000 00
" Amount Postage on Official Correspondence.....	$41 59	
" Amount paid for Special Mail Service and Incidental expenses of Post Office	129 17	
" Amount of Postage on Unclaimed Letters	50 98	
" Amount of Postage Stamps sent to Washington and Paris.....	14 36	
" Amount of Discount on Postage Stamps sold, $11,924.23 at five per cent	596 21	
" Amount paid for Ship letter gratuities.....	64	
		832 95
" Balance to 1877 account.....		2,086 29
		$17,919 24

JOHN DELANY,
Postmaster General.

GEORGE LeMESSURIER,
Accountant.

POSTAL RETURNS.

Statement shewing the amount of Inland Postage collected at the several Post Offices in Newfoundland, during the year ended 30th December, 1876.

Name of Office.	Amount.
Bay Bulls	$3 65
Bonavista	2 83
Brigus	62 66
Burgeo	1 77
Burin	56 14
Carbonear	100 41
Channel	2 01
Ferryland	3 78
Fogo	5 82
Greenspond	2 30
Harbor Breton	3 70
Harbor Grace	94 48
Heart's Content	10 94
La Poile	70
Little Placentia	8 94
Placentia	5 39
Rose Blanche	1 73
Trinity	8 83
Twillingate	3 49
	$379 57
St. John's	51 53
	$431 10

JOHN DELANEY,
Postmaster 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 30th December, 1876.

Name of Office.	Amount.
Bay Bulls	$1 30
Bonavista	1 13
Brigus	13 07
Burgeo	5 07
Burin	7 92
Carbonear	17 12
Channel	6 48
Ferryland	3 42
Fogo	4 50
Greenspond	5 09
Harbor Breton	26 10
Harbor Grace	66 77
Heart's Content	17 23
LaPoile	7 34
Placentia	12 83
Rose Blanche	5 06
Trinity	10 81
Twillingate	11 07
	$222 31
St. John's	557 84
	$780 15

JOHN DELANY,
Postmaster General.

GEO. LeMESSURIER,
Accountant.

POSTAL RETURNS.

Statement of Amounts paid to Postmasters, year ended 30th

Name of Office.	Officer's Name.
General Post Office, St. John's ...	John Delaney ....
	G. LeMessurier
	Thomas S. Dwyer
	John Freeman....
	George Gaden...
	James Campbell
	John T. O'Mara
	John Higgins ...
	John Power.....
	Edward Devereaux
	E. LeMessurier
	Hector Henderson
Bay Bulls	William Williams
Bonavista	John Laurence..
Brigus	Sarah Stentaford
Burin	Thomas Winter
Burgeo	Francis A. Parsons
Carbonear	Nicholas Nicholl
Channel	Nathan Smith...
Ferryland	John Morry.....
Fogo	James Fitzgerald
Greenspond.....	William Lang....
Harbor Breton	Thomas Birkett
Harbor Grace	A. T. Drysdale
" ...	William Sharpe
Heart's Content	George Moore....
La Poile	Thomas J. DeBoucier.....
Little Placentia	Alexander Burke
New Pelican.....	Francis Howell
Placentia	Hannah Bradshaw
Rose Blanche ...	Philip H. Sorsoliel
Trinity	Ann Cross

POSTAL RETURNS.

Clerks, Way Officers and Assistants, December, 1876.

Service.	Amount.	
Postmaster General	$1,660 00	
Chief Clerk and Accountant	720 00	
Superintendant Money Order Office	800 00	
Second Clerk	650 00	
Third Clerk	550 00	
Assistant	175 00	7½ months.
Ditto	105 00	4½ months.
Letter Carrier and Assorter	350 00	
Assistant Carrier	217 50	
Ditto	22 50	
Office Keeper....	93 00	
Assorter	113 25	
Postmaster	70 00	
Ditto	100 00	
Postmistress	242 00	
Postmaster	120 00	
Ditto	60 00	
Ditto	330 00	
Ditto	80 00	
Ditto	80 00	
Ditto	100 00	
Ditto	100 00	
Ditto	100 00	
Ditto	450 00	
Letter Carrier	52 00	
Postmaster	80 00	
Ditto	30 00	
Ditto	70 00	
Ditto	47 00	
Postmistress	120 00	
Postmaster	60 00	
Postmistress	160 00	

POSTAL RETURNS.

Statement of amounts paid to Postmasters, year ended 30th

Name of Office.	Officer's Name.
Twillingate	Joseph J. Pearce
Bay Roberts	Eliza Moore
Bay-de-Verds	Charles Blunden
Bay St. George	Joseph Le Grandais
Bay of Islands	William Petipes
Bareneed	George F. Payne
Betts Cove	Edward W. McCurdy
Blackhead	John C. Moore
Bonne Bay	John A. Roberts
Branch	Margaret English
Burnt Islands	George Tweedell
Catalina	Stephen Jeans
Cats Cove	Thomas O'Brien
Cat Harbor	Henry Robbins
Clarke's Beach	Jabez Butler
Codroy	John Hutchings
English Harbor	Selina Stirling
Exploits	Thomas Winsor
Fermews	John Connell
Fortune	Henry J. Haddon
Fortune Harbor	Richard Hamilton
Garnish	Sabina Grandy
Grand Bank	Jonathan Hickman
Grates Cove	William Meadus
Green's Harbor	Simon Read
Hants Harbor	Charles Green
Harbor Buffett	Ann Collett
Harbor Main	Johanna Ezekiel
Hermitage	Martha Francis
Herring Neck	Henry Miles
Holyrood	John Veitch
Island Cove	John Crane

POSTAL RETURNS.

Clerks, Way Officers and Assistants, December, 1876.

Service.	Amount.	
Postmaster	$120 00	
Way Officer	24 00	
Ditto	24 00	
Ditto	24 00	
Ditto	24 00	
Ditto	8 00	
Ditto	24 00	18 months.
Ditto	30 00	
Ditto	20 00	
Ditto	8 00	
Ditto	8 00	
Ditto	50 00	
Ditto	8 00	
Ditto	8 00	
Ditto	8 00	
Ditto	8 00	
Ditto	20 00	
Ditto	20 00	
Ditto	12 00	
Ditto	35 00	
Ditto	8 00	
Ditto	24 00	
Ditto	35 00	
Ditto	8 00	18 months.
Ditto	6 00	
Ditto	20 00	
Ditto	20 00	
Ditto	40 00	
Ditto	24 00	
Ditto	20 00	
Ditto	20 00	
Ditto	24 00	

POSTAL RETURNS.

Statement of Amounts paid to Postmasters, year ended 30th

Name of Office.	Officer's Name.
Jackson's Cove	Henry Knight
Kelligrews	William Tilley
King's Cove	Patrick Murphy
Lamaline	James Pittman
Little Bay Islands	John Campbell
Lower Island Cove	George Cooper
Musgrave Harbor	John B. Wheeler
New Harbor	Thomas Newhook
Nippers Harbor	W. J. Eaton
Northern Bay	Joseph Hogan
Oderin	Kate Maddox
Old Perlican	William Christian
Paradise	Patrick Haley
Petty Harbour	Jacob Bishop
Portugal Cove	Margaret Dooly
Port-de-Grave	Matthew O'Reilly
Pouch Cove	John Easterbrooke
Pushthrough	Henry Camp
Rencontre	Joseph Earle
Renews	Margaret Leary
Salvage	Thomas Oldford
Salmonier North	Matthew Carew
Salmonier South	Bridget McCormack
Scilly Cove	Jacob Hiscock
Sound Island	Philip Brown
South Side, St. John's	George Read
Spaniard's Bay	William H. Earle
St. Jacques	Geo. Snelgrove
St. Lawrence	Hugh Vavasour
St. Mary's	Patrick Walsh
Tilt Cove	Leander N. Gill
Toad's Cove	Mrs. Driscol

POSTAL RETURNS.

Clerks, Way Officers and Assistants, December, 1876.

Service.	Amount.	
Way Officer	$16 00	Two years.
Ditto	8 00	
Ditto	30 00	
Ditto	24 00	
Ditto	16 00	
Ditto	20 00	
Ditto	8 00	
Ditto	24 00	
Ditto	24 00	
Ditto	8 00	
Ditto	24 00	
Ditto	24 00	
Ditto	24 00	
Ditto	8 00	
Ditto	35 00	
Ditto	19 00	
Ditto	20 00	
Ditto	20 00	
Ditto	4 00	
Ditto	3 00	3 qtrs.
Ditto	20 00	
Ditto	24 00	
Ditto	8 00	
Ditto	8 00	
Ditto	16 00	
Ditto	8 00	
Ditto	16 00	
Ditto	4 00	2 qtrs.
Ditto	24 00	
Ditto	40 00	
Ditto	19 00	
Ditto	3 00	3 qtrs.

POSTAL RETURNS.

Statement of amounts paid to Postmasters, year ended 30th

Name of Office.	Officer's Name.
Topsail	James Moyse.... ....
Torbay	John Maguire... ....
Trepassey	Elizabeth Devereaux..... .....
Western Bay	Pierce Hanrahan ....

POSTAL RETURNS.

Clerks, Way Officers and Assistants, December, 1876.

Service.	Amount.
Way Officer	$20 00
Ditto	20 00
Ditto	24 00
Ditto	20 00
	$9,272 25

JOHN DELANY,
Postmaster General.

GEORGE LeMESSURIER,
Accountant.

POSTAL RETURNS.

Statement of Amounts paid to Contractors and others, for Carriage of Mails, during the year ended 30th December, 1876.

Route.	Contractor's Name.	Remarks.	Amount.
Brigus and Bay Roberts	E. Moore		$100 00
Ditto and Cupids	William LeDrow		40 00
Ditto and Harbor Main	Johanna Ezekiel		69 24
Ditto and Port-de-Grave	Matthew O'Rielly		89 24
Brooklyn and King's Cove	W. D. Stares	6 months.	40 00
Burin and Placentia	John Collins		772 32
" "	John Collins	Allowance for 3 qtrs.	60 00
" Lamaline	Albin Barbage		195 40
" Garnish	Josiah Hiscock	1 trip.	6 00
Bonavista and Trinity	Thomas White		161 52
" Greenspond	Robert Ford		276 92
Carbonear and New Perlican	Joseph Peers		200 00
" "	Joseph Peers	Allowance Dec. 2, '75.	13 00
" Bay-de-Verds	James Evans		120 00
" "	William Perfect		120 00
English Harbor and Beloram	John Rose		46 16
Ferryland and Trepassey	Patrick Ryan		184 60
Garnish and Fortune	Josiah Hiscock		180 00
Gaultois and Hermitage	John Dowden		80 00
Grate's Cove and New Perlican	George Howell		240 00
Great and Little Placentia	Alexander Burke		46 16
Harbor Breton and Channel	William Pink		800 00
" Hermitage	John Harris		138 48
" Garnish	William White		523 86
Harbor Grace and Island Cove	John Crane		73 84
Harbor Grace and New Hr.	Edward Woodman		75 00
Heart's Content and Heart's Delight	Thomas Faust		40 00
Heart's Delight and Green's Harbor	Henry Jackson		40 00

POSTAL RETURNS.

Statement of Amounts paid to Contractors and others, for Carriage of Mails, during the year ended 30th December, 1876.—Continued.

Route.	Contractor's Name.	Remarks.	Amount.
Oderin and Flat Islands	Richard Clarke		$40 00
Placentia and Merasheen	Patrick Murphy		392 28
" Branch	Pierce Burke		120 00
Lawn Ferry	Andrew Strong		33 60
St. John's and Ferryland	Martin Lambert		240 00
" Placentia	E. Sinnott		276 92
" "	Wm. Coughlin		400 00
" Harbor Main	"	2 months.	35 00
" Portugal Cove	"		160 00
" Carbonear	"	111 trip.	2220 00
St. John's and Petty Harbor	Emanuel Chafe		40 00
St. John's and Pouch Cove	John Maguire		40 00
St. Kyran's and Paradise	Thomas Sullivan		177 69
St. Mary's and Salmonier	Matthew Carew		120 00
Trinity and New Perlican	Peter Coleman		884 64
Trinity and Shoal Harbor	J. Pittman		112 00
Trinity and King's Cove	Jessie Janes		115 36
Twillingate and Herring Neck	Charles Hayter		80 00
Harbor Grace and Random	Edward Woodman	Northern Mail Wint'r Route.	376 00
Random and Freshwater	John Pritchett		328 00
" Trinity	Moses Tilley		30 00
Freshwater and Greenspond	John Crocker		84 00
" Fogo	Hodder Brothers		160 00
" Twillingate.	Fred. Guy & Co.		360 00
Bloody Bay and Salvage	Albert Stroud		20 00
Greenspond and Salvage	Robert Ford		20 00
Twillingate and Exploits	Henry Pearce		60 00
Fogo to Tilton Harbor, &c.	J. Fitzgerald		60 00

POSTAL RETURNS.

Statement of Amounts paid to Contractors and others, for Carriage of Mails, during the year ended 30th December, 1876.—Continued.

Route.	Contractor's Name.	Remarks.	Amount.
Exploits to Tilt Cove.....	Budgell Brothers..	.....	$128 00
Channel to Bonne Bay	George LeMoine...	Winter Route.	600 00
Greenspond and Gander Bay.....	Thomas Elliot.....	.....	192 00
			$12613 23

JOHN DELANEY,
Postmaster General.

GEO. LeMESSURIER,
Accountant.

POSTAL RETURNS.

Statement shewing the Gross Revenue collected at the several Post Offices, in Postage and for Postage Stamps, sold during the year ended 30th December, 1876.

Name of Post Office.	Postage collected.	Stamps sold.	Totals.
Bay Bulls....	4 95	35 00	39 95
Bonavista	3 96	83 00	86 96
Brigus	75 73	598 75	474 48
Burgeo	6 84	107 00	113 84
Burin	64 06	2 60	66 66
Carbonear	117 53	307 00	424 53
Channel	8 49	126 00	134 49
Ferryland	7 20	68 00	75 20
Fogo	10 30	105 00	115 32
Greenspond	7 39	78 93	86 32
Harbor Briton	29 80	259 00	288 80
Harbor Grace	161 25	871 00	1032 25
Hearts Content	28 17	209 00	237 17
LaPoile	8 04	67 51	75 55
Little Placentia	8 94	.....	8 94
Placentia	18 22	113 00	131 22
Rose Blanche	6 79	67 44	74 23
Trinity	19 64	126 00	145 64
Twillingate	14 56	172 00	186 56
	601 88	3,196 23	3,798 11
St. John's	609 37	8,728 23	9,337 37
	$1,211 25	$11,924 23	$13,135 48

JOHN DELANY,
Postmaster General.

GEO. LeMESSURIER
Accountant.

POSTAL RETURNS.

Dr. *The Postmaster General Postage Stamp*

1876.				
Jan. 1.	—	To amount of Postage Stamps remaining on hand 31st December, 1875		$41,967 99
Aug. 3	"	Amount of Stamps received from Colonial Secretary	$1,717 50	
Sept. 28	"	Amount Postal Cards imported	300 00	
Nov. 1	"	Amount of 5 cent Stamps, imported	15,000 00	
				17,017 50
				$58,985 49

POSTAL RETURNS.

Account, year ended 30th December, 1876. *Cr.*

1876.			
Mar. 31	By Amount of Stamps sold during the quarter ended this date.....	$2,039 03	
June 30	" Amount of Stamps sold during the quarter ended this date.....	2,800 00	
Sept. 30	" Amount of Stamps sold during the quarter ended this date.....	3,790 52	
Dec. 30	" Amount of Stamps sold during the quarter ended this date.....	3,294 68	
			$11,924 23
	" Balance being amount on hand of Stamps and Postal Cards this 30th day of December, 1876.....		47,061 26
			$58,985 49

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 30th December, 1876.

	Number.
Received from United Kingdom	418
" " British Provinces	536
" " United States.....	240
" " Postmasters	1,682
Registered at St John's	1,162
Total.....	4,038
Sent to United Kingdom	501
" British Provinces	397
" United States	319
" Sent to Postmasters for delivery	1,250
Returned to writers, as person addressed could not be found	1
Delivered at St. John's	1,570
	4,038

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

POSTAL RETURNS.

Statement Shewing the Number of Unclaimed Letters received at the Dead Letter Office, St. John's, Newfoundland, during the year ended 30th December, 1876, and how disposed of.

	Number.
Received from Postmasters....	1867
" " United Kingdom	206
" " British Provinces	450
" " United States	268
Total.....	2791
Returned to writers in Newfoundland....	1559
" General Post Office, London	434
" British Provinces	406
" United States.....	153
Dead Letters, the writers of which could not be found.....	239
Total.....	2791

JOHN DELANY,
Postmaster 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 30th December, 1876.

	Number of Mails.	Number of Letters.
Received from Outports	2,050	97,909
Received from Labrador	43	10,186
Received from United Kingdom	122	112,521
Received from British Provinces and Foreign countries	487	91,357
Despatched to Outports	2,748	101,703
Despatched to Labrador	43	6,147
Despatched to United Kingdom	110	80,381
Despatched to British Provinces and Foreign countries	318	71,147
	5,921	571,351
Increase over 1875 received and despatched	681	96,699

JOHN DELANY,
Postmaster 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 ended 30th December, 1876.

Offices.	No. of Orders issued.	Amount.	Commission.	No. of Orders paid.	Amount.
Bonavista	23	$387 91	$5 30	6	$171 99
Brigus	52	967 58	16 88	33	961 05
Burgeo	3	23 15	39	2	19 00
Burin	45	1,233 22	18 98	15	282 40
Carbonear	83	2,069 48	28 59	28	549 71
Channel	37	1,067 55	10 03	7	186 11
Ferryland	16	259 14	4 16	15	393 87
Fogo	7	137 14	2 64	1	33 60
Greenspond	15	428 40	6 05	2	13 34
Harbor Breton	76	1,707 80	29 07	2	59 50
Harbor Grace	299	6,291 63	98 74	83	2,031 41
Heart's Content	134	1,713 21	24 91	6	87 70
Placentia	2	5 84	48	11	399 08
Rose Blanche	14	395 79	4 32	9	342 31
St. John's	1301	25,653 54	526 84	671	13,803 37
Trinity	56	1,089 66	17 40	8	170 00
Twillingate	36	4036 8	12 48	20	600 49
	2193	$43,834 90	$807 26	919	$20,104 93

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

POSTAL RETURNS.

Summary of Money Order Transactions for the year ended 30th December, 1876.

	Number of Orders issued.	Amount.
Orders issued in Nfld payable in the U. Kingdom....	1153	$20,810 98
" " " Ontario and Quebec	169	2,491 46
" " " Nova Scotia.....	227	6,019 02
" " " New Brunswick...	78	1,923 40
" " " Prince E. Island....	17	712 42
" " " The United States	91	1,566 94
	1735	$33,524 22
Orders isssued in the U. Kingdom payable in Nfld.	185	3,821 42
" " Ontario & Quebec " "	95	2,100 28
" " Nova Scotia " "	76	1,803 80
" " New Brunswick " "	26	481 70
" " Prince E. Island " "	26	689 50
" " The United States " "	41	763 30
	2184	$43,184 22

JOHN DELANEY,
Postmaster General.

T. S. DWYER,
Superintendent.

POSTAL RETURNS.

Statement shewing the extent of Money Order Transactions with the United Kingdom, the Dominion of Canada, and the United States, during the year ended the 30th December, 1876.

Countries.	Orders issued in Newfoundland, payable in other Countries.		Orders issued in other Countries, payable in Newfoundland.	
	No.	Amount.	No.	Amount.
England	824	$14228 48	155	$3112 64
Ireland	136	2649 86	14	260 40
Scotland	193	3932 64	16	449 38
Total of the United Kingdom	1153	20810 98	185	3821 42
Ontario and Quebec	169	2491 46	95	2100 28
Nova Scotia	227	6019 02	76	1803 80
New Brunswick	78	1923 40	26	481 70
Prince Edward Island	17	712 42	26	689 50
The United States	91	1566 94	41	763 30
	1735	$33524 22	449	$9660 00

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

POSTAL RETURNS.

COMMISSION ACCOUNTS.

Dr.

To proportion paid British and Provincial Offices	$222 38	
" Amount passed to Revenue account, 30th December, 1876	590 00	
" Balance carried to credit of account, 1877	12 01	
		$824 39

Cr.

By Balance from 1875	14 97	
" Cash received for Commission on orders issued in Newfoundland	807 26	
" Cash received from Provincial Offices	2 26	
		$824 39

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

POSTAL RETURNS.

Comparative Statement of Money Order Transactions for the past five years.

Years.	No of Orders issued.	Amount of Orders issued.	Commission accruing thereon.	No. of Orders paid.	Amount of Orders paid.
1872	1189	$25001 52	$446 37	585	$12711 38
1873	1508	30380 83	595 08	642	17777 95
1874	1632	33889 08	636 36	705	15409 56
1875	1864	38526 40	680 62	830	19185 75
1876	2193	43834 90	807 26	919	20104 93

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

CUSTOMS' RETURNS.

ST. JOHN'S, OUTPORTS AND LABRADOR.

A Consolidated Account of Dutiable Goods imported in the year ended 30th December, 1876, shewing the aggregate Quantities and Value of the various articles and Amount of Duty collected thereon.

Articles Imported.	Quantity.		Value.	Duty.
Animals—Oxen and Cows.....	3,834	No.	$103,608 80	$5,180 44
Horses, Mares, &c.....	197	No.	.....	453 10
Pigs and Calves.....	215	No.	.....	49 45
Ale, Porter, Cider, and Perry	69,652	Galls.	.....	6,965 20
Apples.....	4,866	Brls.	.....	1,459 80
Bacon, Hams, Tongues, Smoked Beef and Sausages.....	1,728¾	Cwts.	.....	3,457 50
Beef and Pigs' Heads, Feet and Hocks, (Salted and Cured).....	8,487	Brls	.....	5,092 20
Biscuit	17,223	Cwts.	.....	1,205 61
Butter.....	16,473	"	.....	18,449 76
Cheese.....	878½	"	.....	1,317 74
Chocolate and Cocoa	42,121	Lbs.	.....	1,684 84
Cigars	514¼	M.	5683 00	1,641 77
Coffee.....	137,078	Lbs.	.....	4,112 34
Confectionery.....	461	Cwts.	.....	1,613 50
Feathers and Feather Beds.....	48,657	Lbs.	.....	2,432 85
Fish, salted, dried and pickled...	260½	Cwts.	.....	343 86
Flour	292,704	Brls.	.....	58,540 80
Fruit (dried)	386,226	Lbs.	.....	15,449 04
" other descriptions, except Apples.....		Value.	4,020 60	201 03
Lumber....	5,497,000	Feet.	.....	5,497 00
Molasses...	888,841	Galls.	.....	53,330 46

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, OUTPORTS AND LABRADOR.

A Consolidated Account of Dutiable Goods imported in the year ended 30th December, 1876, shewing the aggregate Quantities and Value of the various articles and Amount of Duty collected thereon.—(Continued.)

Articles Imported.	Quantity.	Value.	Duty.
Meat and Poultry.....	Value.	$16,811 80	$840 59
Oatmeal	2,044 Brls	.....	408 80
Indian Meal	4,883 "	.....	732 45
Pork	30,780 "	.....	30,780 00
Peas.....	5,231 "	.....	784 65
Salt.....	41,204 Tons	.....	8,240 80
Shingles....	8,481 M.	.....	3,392 40
Shooks and Staves, Manufactured and dressed	Value.	20,483 40	4,096 68
Spirits, viz: Brandy	8,475 Galls.	.....	13,560 00
And undefined Spirits	149 "	.....	238 40
Whiskey	6,935 "	.....	10,402 50
Cordials	1,456 "	.....	1,164 80
Rum.....	90,997 "	.....	90,997 00
Gin	11,295 "	.....	13,554 00
Sugar, viz: Refined...	1,977 Cwts.	.....	6,919 50
Unrefined	15,030¼ "	.....	30,060 50
Bastard	708½ "	.....	1,766 25
Teas, viz: Souchong, Congou and Bohea ...	741,055 Lbs.	.....	87,052 75
Timber.....	1,260¼ Tons.	.....	378 18
Tobacco, Manufactured	525,930 Lbs.	.....	63,111 60
Leaf.....	"		

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, OUTPORTS AND LABRADOR.

A Consolidated Account of Dutiable Goods imported in the year ended 30th December, 1876, shewing the aggregate Quantities and Value of the various Articles and Amounts of Duty collected thereon.—(Continued.)

Articles Imported.	Quantity.		Value.	Duty.
Tobacco,—Stems.....	80½	Cwts	.....	$40 25
Vinegar	2,340	Galls.	.....	234 00
Wines, viz: Champagne	368	"	.....	736 00
Port, Madeira.....	3,247	"	.....	4870 50
Sherry and Manzanilla	2,212	"	3,270 24	2399 57
Claret...	491	"	....	294 60
Spanish Red, Denia, Sicilian, Figueira, Red Lisbon, Lisbon Common, Malaga, and Cape..	2,908	"	.....	1744 80
Hock and Light Rhenish Wines	78	"	.....	46 80
All other Wines.....		"		
Sweet or Fancy Biscuits and Crackers, 13 per cent.....	.....		3,922 62	509 94
Goods, Wares, and Merchandize, enumerated to pay duty at the rate of 8 per cent.	.....		534,429 75	42754 38
Goods not otherwise enumerated or described, 13 per cent	.....		2,023,716 16	263,083 10
Goods not otherwise enumerated or described, 20 per cent	.....		40,292 45	8,058 49
	Total.....		$2,756,238.82	$831,732 49

JAMES J. ROGERSON,
Receiver General.

Custom House,
Dec. 30, 1876.

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, NEWFOUNDLAND.

Dr. *A Consolidated Account Current of Receipts*

Jan. 1.—To 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		
	Hrbr. 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	BlancSablon	1,579 71	.....	1,582 92		
								$20,038 78
Dec. 30.—To Duties, viz :								
	St. John's ...	...	...	...	...	...	695,174 07	
	Outports ...	...	...	...	...	...	136,558 42	
	Local Distillation ...	...	...	...	...	...	946 50	
	Fines and Forfeitures	...	...	...	...	...	70 52	
	Surcharges ...	...	...	...	...	...	77 75	
								832,827 26
" "	Light Dues.							
	St. John's...	...	...	...	...	...	16,864 98	
	Outports ...	...	...	...	...	...	12,247 80	
								29,112 78
" "	Duties on Coal	...	...	...	...	...	9,602 25	
" "	Water Rates...	...	...	...	...	...	3,934 56	
								13,536 81
" "	Harbor Master's Dues	...	...	...	...	...		1,664 50
" "	Board of Revenue ...	...	...	...	...	...		70 12
" "	Cape Race Light ...	...	...	...	...	...		94 56
" "	Balances :							
	Cape Race Light ...	...	...	...	...	...		23 79
	Outports, viz. :							
	Tilt Cove ...	...	...	...	...	...	669 79	
	Renews ...	...	...	...	...	...	84 42	
	Lamaline ...	...	...	...	...	...	30 90	
	Gaultois ...	...	...	...	...	...	4 77	
	Heart's Content ...	...	...	...	...	...	5 71	
								795 59
	Carried forward...	...	...	...				$898,164 19

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, NEWFOUNDLAND.

and Payments for the year ended 30th Dec., 1876. **Cr.**

Jan. 1.—By Outport balances, viz.:			
	Greenspond, $4.60, Bay Roberts, $178.67	$183 27	
	Ferryland, 70c., Trepassey, $56.16...	56 86	
	Placentia, $6.06, St. Lawrence, $2.54	8 60	
	Lamaline, $43.26, Fortune, $150.00...	193 26	
	English Harbor, $33.45, Rose Blanche, $1.13..	34 58	
			$476 57
	Cape Race, balance		79 78
Dec. 30.	" Drawbacks, St. John's	5,815 94	
	Returned Duties, St. John's	450 19	
	Over Entries, "	617 71	
			6,883 84
	Drawbacks, Outports	23 00	
	Return Duties "	361 56	
			384 56
	Incidentals, St. John's	677 80	
	Ditto Outports	1,517 17	
			2,194 97
	Salaries—Officers, St. John's	11,453 12	
	" Tidewaiters "	7,279 00	
	" Boatmen "	3,390 00	
	" Excise "	120 00	
			22,242 12
	Salaries—Officers, Outport	17,823 87	
	" Tidewaiters "	1,411 60	
	" Boatmen "	1,546 08	
			20,781 55
	Salaries, Labrador		1,482 27
	Paid Water Company amount of Duties on Coal and Water Rates		13,536 81
	Drawbacks on Flour baked in the Island		5,703 53
	Ditto on Ships built in the Island		11,131 00
	Lumber Certificates		34 50
	Quarantine Expenses		65 40
	Superannuation Salary		225 04
	Board Revenue		70 12
	Cape Race Light Tolls		94 56
	Blanc Sablon, amount of orders received for Duties in 1875, struck off, considered unrecoverable		898 11

CUSTOMS' RETURNS.

PORT OF ST JOHN'S, NEWFOUNDLAND.

Dr. *A Consolidated Account Current of Receipts*

Brought forward	$898,164 19
	$898,164 19

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts

Custom House,
30th December, 1876.

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, NEWFOUNDLAND.

and Payments for the year ended 30th Dec., 1876. *Cr.*

Treasury Department, viz.:		
Cash transferred	$450,005 95	
Bonds ditto	334,060 22	
		$784,066 17
Outport balances, viz.:		
Twillingate, $3,254.28, Fogo, $1,909.21	5,163 49	
Trinity, $1,484.73, Catalina, $430.80	1,915 53	
Carbonear, $3,479.56, Harbor Grace, $12,659.71	16,139 27	
Trepassey, $2.85, Placentia, $60.54	63 39	
Burin, $115.68, Grand Bank, $351.05	466 73	
Harbor Briton, $1,508.44, Burgeo, $1,517.34	3.025 78	
LaPoile, $938.05, Rose Blanche, 59c.	938 64	
Channel, $98.74, St. Jacques, $1.72	100 46	
		27,813 29
		$898,164 19

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.

CUSTOMS' RETURNS.

Statement shewing the Qualities of the undermentioned Articles Exported from Labrador by Newfoundland Houses, in the Year 1876.

Quintals dried Cod-fish.	Quintals Core Cod-fish.	No. Seal Skins	Tuns of Oil.			Tuns Blubber.	Tierces Salmon.	Brls. Herring.	Brls. Trout.
			Seal.	Cod.	Other Oil.				
311,253	120	19	4	14	2	6	1443	44,127	12

Estimated Value, $1,510,341.70.

Hudson Bay and other Exporters, not connected with Newfoundland Houses, $100,000.

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

TOTAL VALUE OF IMPORTS AND EXPORTS OF THE COLONY OF NEWFOUNDLAND, FROM AND TO EACH COUNTRY, IN THE YEAR 1876.

Countries.	Imports.	Exports.
United Kingdom.....	$2,421,608 80	$2,263,028 00
Jersey.....	38,917 00	13,788 00
Canada.....	1,146,909 00	113,437 00
Nova Scotia	836,786 30	139,622 00
New Brunswick	19,856 62	366 00
Prince Edward Island	94,708 00	3,722 00
British West Indies...	241,190 00	315,983 00
Spain.....	72,682 04	885,301 00
Portugal...	39,567 00	859,725 00
Italy	325 00	291,314 00
Sicily.....	10,702 00	70,112 00
Hamburg..	92,382 50	54,406 00
Foreign West Indies	124,206 00	50,503 00
Gibraltar	.....	32,292 00
Madeira	125 00	7,179 00
Malta.....	.....	23,520 00
Sweden	.....	12,000 00
Venezula...	2.110 00	
Mauritius..	.....	13,679 00
France.....	.....	11,588 00
The Azores	450 00	
Cumberland Inlet.....	.....	56 00
Brazils	513 00	1,256,759 00
United States	2,048,772 50	138,368 00
St. Peter's	14,096 80	5,342 00
	$7,205,907 56	$6,562,090 00

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Animals:		No.	
Horses	United Kingdom	2	
	Canada	5	
	Nova Scotia	190	
		197	
		No.	
Oxen and Cows	Nova Scotia	3743	
	P. E. Island	79	
	St. Peter's	12	
		3834	
		No.	
Sheep	Nova Scotia	5373	
	P. E. Island	109	
		5482	
		No.	
Calves and Pigs	Canada	2	
	Nova Scotia	162	
	P. E. Island	49	
	S. W. Indies	2	
		215	
Apothecaries' Ware	United Kingdom	$4312	
	Canada	140	
	Nova Scotia	10	
	United States	631	
		$5,093	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling. Total of Imports.	Value in Sterling. Price.	Gross amount of Duty collected.
No.	No.			
2	2	$180	$90 00	$4 60
5	5	450	"	11 50
190	190	17100	"	437 00
197	197	17730		453 10
No.	No.			
3743	3743	$102112 00	Declared.	$5105 60
79	79	1305 00	"	65 25
12	12	191 80	"	9 59
3834	3834	$103608 80		$5180 44
No.	No.			
5373	5373	$13432	$2 50	
109	109	272	"	Free.
5482	5482	$13704 00		
No.	No.			
2	2	$10 00	$5 00	$00 46
162	162	810 00	"	37 26
49	49	245 00	"	11 27
2	2	10 00	"	00 [illegible]
215	215	1075 00		$49 45
$4312	$4312	$4312 00	Declared.	$560 56
140	140	140 00	"	18 20
10	10	10 00	"	1 30
631	631	631 00	"	82 03
5093	5093	5093 00		$662 09

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Medicine	United Kingdom	$12,385	.....
	Jersey	38	.....
	Canada	2,533	.....
	Nova Scotia	3,231	.....
	United States	923	.....
		$19,110	.....
		Cwts.	
Amunition—Lead Shot	United Kingdom	1296	.....
	Jersey	48	.....
	Canada	3	.....
		1347	.....
		Lbs.	
Gunpowder	United Kingdom	42618	.....
	Jersey	912	.....
		43530	.....
Guns	United Kingdom	$3119	.....
	Nova Scotia	81	.....
		$3200	.....
		Cwt.	
Bacon and Hams	United Kingdom	250	.....
	Canada	274	.....
	Nova Scotia	340¾	.....
	P. E. Island	235	.....
	Hamburg	1	.....
	United States	625	.....
	St. Peters	3	.....
		1728¾	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$12385	$12385	$12385	Declared.	$990 80
38	38	38	"	3 04
2533	2533	2533	"	202 64
3231	3231	3231	"	258 48
923	923	923	"	73 84
$19110	$19110	$19110		$1528 80
Cwt.	Cwt.			
1296	1296	$7775	Declared.	$1010 75
48	48	285	"	37 05
3	3	17	"	2 21
1347	1347	$8077		$1050 01
Lbs.	Lbs.			
42618	42618	$7103	Declared.	$923 39
912	912	152	"	19 76
43530	43530	$7255		$943 15
$3119	$3119	$3119	Declared.	$405 47
81	81	81	"	10 53
$3200	$3200	$3200		$416 00
Cwt.	Cwt.			
250	250	$5000	$20 00	$500 00
274	274	5480	"	548 00
340¾	340¾	6815	"	681 50
235	235	4700	"	470 00
1	1	20	"	2 00
625	625	12500	"	1250 00
3	3	60	"	6 00
1728¾	1728¾	$34575		$3457 50

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Gals.	
Beer and Cider	United Kingdom	70562	.....
	Jersey	84	.....
	Canada	207	.....
	Nova Scotia	852	.....
	Spain	30	.....
	United States	245	.....
	St. Peter's	40	.....
		72020	.....
		Brls.	
Beef	United Kingdom	10	.....
	Canada	241	.....
	Nova Scotia	107	.....
	New Brunswick	21	.....
	P. E. Island	2	.....
	United States	4422	.....
	St. Peter's	6	.....
		4809	.....
		Cwt.	Cwt.
Bread	United Kingdom	154	.....
	Jersey	402	.....
	Canada	2757	.....
	Nova Scotia	64	.....
	Hamburg	9768	4090
	P. E. Island	10	.....
	United States	22	.....
	St. Peter's	27	.....
		13204	4090

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Gals.	Gals.			
70562	68194	$28225	$00 40	$6819 40
84	84	33	"	8 40
207	207	83	"	20 70
852	852	341	"	85 20
30	30	12	"	3 00
245	245	98	"	24 50
40	40	16	"	4 00
72020	69652	$28808		$6965 20
Brls.	Bls.			
10	10	$90	$9 00	$6 00
241	241	2169	"	144 60
107	107	963	"	64 20
21	21	189	"	12 60
2	2	18	"	1 20
4422	4422	39798	"	2653 20
6	6	54	"	3 60
4809	4809	$43281		$2885 40
Cwt.	Cwt.			
154	154	$693	$4 50	$10 78
402	402	1809	"	28 14
2757	2757	12406	"	192 99
64	64	288	"	4 48
13787	13787	62042	"	965 09
10	10	45	"	70
22	22	99	"	1 54
27	27	121	"	1 89
17223	17223	$77503		$1205 61

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		M.	
Bricks	United Kingdom	346	.....
	Jersey	4	.....
	Nova Scotia	26	.....
	P. E. Island	15	.....
	Hamburg	49	.....
	New Brunswick	7	.....
	United States	307	.....
		754	.....
		Cwt.	Cwt.
Butter	United Kingdom	1006	.....
	Canada	6383	.....
	P. E. Island	150	.....
	New Brunswick	3	.....
	Nova Scotia	4614¾	.....
	Hamburg	406	577½
	United States	3306¾	.....
	St. Peter's	26	.....
		15895½	577½
Cabinet Ware	United Kingdom	$15145	.....
	Canada	964	.....
	P. E. Island	100	.....
	Nova Scotia	1337	.....
	Hamburg	385	.....
	United States	11756	.....
	St. Peter's	27	.....
		29714	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
M.	M.			
346	346	$3460	Declared.	$449 80
4	4	43	"	5 59
26	26	260	"	33 80
15	15	151	"	19 63
49	49	495	"	64 35
7	7	76	"	9 88
307	307	3069	"	398 97
754	754	7554		$982 02
Cwt.	Cwt.			
1006	1006	$22132	$22 00	$1126 72
6383	6383	140426	"	7148 96
150	150	3300	"	168 00
3	3	66	"	3 36
4614¾	4614¾	101525	"	5168 52
983½	983½	21637	"	1101 52
3306¾	3306¾	72748	"	3703 56
26	26	572	"	29 12
16473	16473	362406		$18449 76
$15145	$15145	$15145	Declared.	$1968 85
964	964	964	"	125 32
100	100	100	"	13 00
1337	1337	1337	"	173 81
385	385	385	"	50 05
11756	11756	11756	"	1528 28
27	27	27	"	3 51
29714	29714	29714		$3862 82

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Lbs.	
Candles	United Kingdom	18350	.....
	Jersey	470	.....
	Canada	1220	.....
	Nova Scotia	6300	.....
	United States	24140	.....
	St. Peters	100	.....
		50580	.....
		Cwt.	
Cheese	United Kingdom	135	.....
	Canada	385½	.....
	Nova Scotia	116½	.....
	United States	241½	.....
		878½	.....
		Lbs.	
Chocolate	United Kingdom	41608	.....
	Jersey	62	.....
	Nova Scotia	136	.....
	United States	100	.....
	St. Peter's	215	.....
		42121	.....
		Tons.	
Coals	United Kingdom	13693	.....
	Jersey	24	.....
	Nova Scotia	41793	.....
	Canada	12	.....
	Brazils	114	.....
	United States	515	.....
		56151	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs.	Lbs.			
18350	18350	$1835	Declared.	$367 00
470	470	47	"	9 40
1220	1220	122	"	24 40
6300	6300	630	"	126 00
24140	24140	2414	"	482 80
100	100	10	"	2 00
50580	50580	5058		$1011 60
Cwt.	Cwt.			
135	135	$2160	$16 00	$202 50
385½	385½	6168	"	583 25
116½	116½	1864	"	174 75
241½	241½	3864	"	362 25
878½	878½	14056		$1317 75
Lbs.	Lbs.			
41608	41608	$4993	$00 12	$1664 32
62	62	7	"	2 48
136	136	16	"	5 44
100	100	12	"	4 00
215	215	25	"	8 60
42121	42121	5053		$1684 84
Tons.	Tons.			
13693	13693	$61618	$4 50	
24	24	108	"	
41793	41793	188068	"	Free.
12	12	54	"	
114	114	513	"	
515	515	2317	"	
56151	56151	252678		

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Clocks and Watches	United Kingdom	$1016	.....
	Canada	43	.....
	Nova Scotia	489	.....
	United States	2892	.....
		$4440	.....
		Lbs.	Lbs.
Coffee	United Kingdom	82942	.....
	Canada	196	.....
	Nova Scotia	609	.....
	F. W. Indies	11124	19873
	United States	12890	.....
	Venezuela	10552	.....
	St. Peter's	33	.....
		118346	19873
		Cwt.	
Cordage	United Kingdom	10784	.....
	Jersey	330	.....
	Canada	900	.....
	Nova Scotia	65	.....
	United States	1452	.....
	St. Peter's	71	.....
		13611	.....
		Cwt.	
Confectionery	United Kingdom	349½	.....
	Jersey	1½	.....
	Canada	50	.....
	Nova Scotia	3	.....
	United States	57	.....
		461	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$1016	$1016	$1016	Declared.	$132 08
43	43	43	"	5 59
489	489	489	"	63 57
2892	2892	2892	"	375 96
$4440	$4440	$4440		$577 20
Lbs.	Lbs			
82942	85505	$16588	$00 20	$2565 15
196	196	39	"	5 88
609	609	122	"	18 27
30997	32062	6199	"	961 86
12890	8121	2578	"	243 63
10552	10552	2110	"	316 56
33	33	7	"	99
138219	137078	$27643		$4112 34
Cwt.	Cwt.			
10784	10784	$97057	Declared.	$7764 56
330	330	2972	"	237 76
909	909	8177	"	654 16
65	65	583	"	46 64
1452	1452	13067	"	1045 36
71	71	639	"	51 12
13611	13611	122495		$9799 60
Cwt.	Cwt.			
349½	349½	$8388	$24 00	$1223 25
1½	1½	36	"	5 25
50	50	1200	"	175 00
3	3	72	"	10 50
57	57	1368	"	199 50
461	461	$11064		$1613 50

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Cwt.	
Corkwood and Corks	United Kingdom	145	.....
	Jersey	4	.....
	Spain	23	.....
	Portugal	232	.....
		404	.....
		Bush.	
Corn, Grain—Oats	Canada	1560	.....
	Nova Scotia	8912	.....
	New Brunswick	482	.....
	P. E. Island	40136	.....
	United States	294	.....
		51384	.....
Barley	United Kingdom	$129	.....
	Canada	2153	.....
	P. E. Island	2235	.....
		$4517	.....
Bran	Canada	$70	.....
	United States	1121	.....
		$1191	.....
Indian Corn	Canada	$166	.....
	United States	3543	.....
		$3709	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Cwt.	Cwt.			
145	145	$723	Declared.	$57 84
4	4	20	"	1 60
23	23	117	"	9 36
232	232	1160	"	92 80
404	404	$2020		$161 60
Bush.	Bush.			
1560	1560	$780	Declared.	$62 40
8912	8912	4456	"	356 48
482	482	241	"	19 28
40136	40136	20068	"	1605 44
294	294	147	"	11 76
51384	51384	$25692		$2055 36
$129	$129	$129	Declared.	$10 32
2153	2153	2153	"	172 24
2235	2235	2235	"	178 80
$4517	$4517	$4517		$361 36
$70	$70	$70	Declared.	$5 60
1121	1121	1121	"	89 68
$1191	$1191	$1191		$95 28
$166	$166	$166	Declared.	$13 28
3543	3543	3543	"	283 44
$3709	$3709	$3709		$296 72

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Brls.	
Cornmeal	Canada	960	.....
	Nova Scotia	84	.....
	United States	3839	.....
		4883	.....
		Brls.	
Oatmeal	United Kingdom	191	.....
	Canada	1559	.....
	Nova Scotia	288	.....
	P. E. Island	6	.....
		2044	.....
		Brls.	
Pease	United Kingdom	104	.....
	Canada	4942	.....
	Nova Scotia	19	.....
	United States	166	.....
		5231	.....
		Brls.	
Flour	United Kingdom	230	.....
	Canada	102773	.....
	Nova Scotia	1828	.....
	P. E. Island	50	.....
	Hamburg	1	.....
	United States	187953	.....
	St. Peter's	845	.....
		293680	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Brls.	Brls.			
960	960	$3840	$4 00	$144 00
84	84	336	"	12 60
3839	3849	15356	"	575 85
4883	4883	$19532		$732 45
Brls.	Bls.			
191	191	$1146	$6 00	$38 20
1559	1559	7795	5 00	311 80
288	288	1440	"	57 60
6	6	30	"	1 20
2044	2044	$10411		$408 80
Brls.	Brls.			
104	104	$416	$4 00	$15 60
4942	4942	19768	"	741 30
19	19	76	"	2 85
166	166	664	"	24 90
5231	5231	$20924		$784 65
Brls.	Brls.			
230	230	$1265	$5 50	$46 00
102773	101797	565251	"	20359 40
1828	1828	10054	"	365 60
50	50	275	"	10 00
1	1	5	"	00 20
187953	187953	1033741	"	37590 60
845	845	4647	"	169 00
293680	292704	$1615288		$58540 80

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Earthenware	United Kingdom	$22389	.....
	Jersey	449	.....
	Nova Scotia	312	.....
	United States	98	.....
		$23248	.....
		Lbs.	
Feathers	United Kingdom	570	.....
	Spain	850	.....
	Portugal	120	.....
	United States	47117	.....
		$48657	.....
Fishing Tackle—8 per cent	United Kingdom	$98141	.....
	Jersey	2352	.....
	Canada	95	.....
	Nova Scotia	821	.....
	United States	9738	.....
	St. Peter's	68	.....
		$111215	.....
Fishing Tackle—free	United Kingdom	$13435	.....
	Jersey	325	.....
	Nova Scotia	50	.....
		$13810	.....
Fish—Oysters	Nova Scotia	$345	.....
	P. E. Island	25	.....
	United States	150	.....
		$520	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$22389	$22389	$22389	Declared.	$2910 57
449	449	449	"	58 37
312	312	312	"	40 56
98	98	98	"	12 74
$23248	$23248	$23248		$3022 24
Lbs.	Lbs.			
570	570	$68	$00 12	$28 50
850	850	102	"	42 50
120	120	14	"	6 00
47117	47117	5654	"	2355 85
48657	48657	5838		$2432 85
$98141	$98141	$98141	Declared	$7851 28
2352	2352	2352	"	188 16
95	95	95	"	7 60
821	821	821	"	65 68
9738	9738	9738	"	779 04
68	68	68	"	5 44
$111215	$111215	111215		$8897 20
$13435	$13435	$13435	Declared	
325	325	325	"	
50	50	50	"	
$13810	$13810	$13810		
$345	$345	$345	Declared	
25	25	25	"	
150	150	150	"	Free.
$520	$520	$520		

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Qtls.	
Fish, viz—Dry Cod	Canada	488	
	Nova Scotia	10236	
		10724	
		Cwt.	
Fish, viz—Pickled	United Kingdom	3	
	Canada	3½	
	Nova Scotia	175	
	New Brunswick	70	
	United States	5	
	St. Peter's	4	
		260½	
		Lbs.	
Fruit, Dried	United Kingdom	323045	
	Jersey	2551	
	Canada	560	
	Nova Scotia	7752	
	Spain	69719	
	Portugal	1832	
	United States	184335	
	St. Peter's	513	
		590307	
		Brls.	
Fruit, viz—Apples	Jersey	12	
	Canada	1445	
	Nova Scotia	241	
	United States	3163	
	St. Peters	5	
		4866	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Qtls.				
488	.....	$2147	$4 40	
10236	.....	45038	"	
10724		$47185		
Cwt.	Cwt.			
3	3	$9	$3 00	$3 96
3½	3½	10	"	4 62
175	175	525	"	231 00
70	70	210	"	92 40
5	5	15	"	6 60
4	4	12	"	5 28
260½	260½	$781		$343 86
Lbs.	Lbs.			
323045	210733	$38765	$00 12	$8429 32
2551	2551	306	"	102 04
560	560	67	"	22 40
7752	7752	930	"	310 08
69719	5390	8366	"	215 60
1832	1832	219	"	73 28
184335	156895	22120	"	6275 80
513	513	62	"	20 52
590307	386226	$70835		$15449 04
Brls.	Brls.			
12	12	$48	$4 00	$3 60
1445	1445	5780	"	433 50
241	241	964	"	72 30
3163	3163	12652	"	948 90
5	5	20	"	1 50
4866	4866	$19464		$1459 80

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Fruit, other sorts	United Kingdom	$2594 60	.....
	Canada	37 00	.....
	Nova Scotia	136 00	.....
	B. W. Indies	2 00	.....
	Spain	206 00	$50
	Portugal	536 00	.....
	F. W. Indies	.....	215
	Sicily	71 00	.....
	United States	173 00	.....
		$3755 60	$265
Glass Ware	United Kingdom	$12179	.....
	Jersey	80	.....
	Canada	20	.....
	Nova Scotia	454	.....
	Hamburg	549	.....
	United States	6911	.....
	St. Peter's	68	.....
		$20261	.....
Hardware—13 per cent	United Kingdom	$103028	.....
	Jersey	1676	.....
	Canada	1886	.....
	Nova Scotia	9546	.....
	United States	16824	.....
	St. Peter's	515	.....
		$133475	.....
Hardware—8 per cent.	United Kingdom	$66753	.....
	Jersey	777	.....
	Canada	244	.....
	Nova Scotia	5904	.....
	United States	823	.....
	St. Peter's	39	.....
		$74540	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$2594 60	$2594 60	$2594 60	Declared.	$129 73
37 00	37 00	37 00	"	1 85
136 00	136 00	136 00	"	6 80
2 00	2 00	2 00	"	10
256 00	256 00	256 00	"	12 80
536 00	536 00	536 00	"	26 80
215 00	215 00	215 00	"	10 75
71 00	71 00	71 00	"	3 55
173 00	173 00	173 00	"	8 65
$4020 60	$4020 60	$4020 60		$201 03
$12179	$12179	$12179	Declared.	$1583 27
80	80	80	"	10 40
20	20	20	"	2 60
454	454	454	"	59 02
549	549	549	"	71 37
6911	6911	6911	"	898 43
68	68	68	"	8 84
$20261	$20261	$20261		$2633 93
$103028	$103028	$103028	Declared.	$13393 64
1676	1676	1676	"	217 88
1886	1886	1886	"	245 18
9546	9546	9546	"	1240 98
16824	16824	16824	"	2187 12
515	515	515	"	66 95
$133475	$133475	$133475		$17351 75
$66753	$66753	$66753	Declared.	$5340 24
777	777	777	"	62 16
244	244	244	"	19 52
5904	5904	5904	"	472 32
823	823	823	"	65 84
39	39	39	"	3 12
$74540	$74540	$74540		$5963 20

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Indian Rubber Ware	United Kingdom	$949	.....
	Canada	395	.....
	Nova Scotia	1175	.....
	United States	524	.....
		$3043	.....
Lard	United Kingdom	$10	.....
	Canada	1251	.....
	Nova Scotia	234	.....
	P. E. Island	216	.....
	United States	2333	.....
		$4044	.....
		Cwt.	
Lead	United Kingdom	405	.....
	Jersey	7	.....
	Nova Scotia	29	.....
	St. Peter's	19	.....
		460	.....
		Cwt.	
Lead Paint	United Kingdom	2509	.....
	Jersey	30	.....
	Canada	82	.....
	Nova Scotia	37	.....
	United States	349	.....
		3007	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling. Total of Imports.	Value in Sterling. Price.	Gross amount of Duty collected.
$949	$949	$949	Declared.	$123 37
395	395	395	"	51 35
1175	1175	1175	"	152 75
524	524	524	"	68 12
$3043	$3043	$3043		$395 59
$10	$10	$10	Declared.	$1 30
1251	1251	1251	"	162 63
234	234	234	"	30 42
216	216	216	"	28 08
2333	2333	2333	"	303 29
$4044	$4044	$4044		$525 72
Cwt.	Cwt.			
405	405	$2432	Declared.	$316 16
7	7	42	"	5 46
29	29	177	"	23 01
19	19	112	"	14 56
460	460	$2763		$359 19
Cwt.	Cwt.			
2509	2509	$20078	Declared.	$2610 14
30	30	242	"	31 46
82	82	650	"	84 50
37	37	294	"	38 22
349	349	2794	"	363 22
3007	3007	$24058		$3127 54

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Leather	United Kingdom	$1161	.....
	Jersey	324	.....
	Canada	29424	.....
	Nova Scotia	70862	.....
	P. E. Island	1673	.....
	United States	51163	.....
	St. Peter's	80	.....
		$154687	.....
Leather Ware	United Kingdom	$68008	.....
	Jersey	4374	.....
	Canada	49027	.....
	Nova Scotia	76544	.....
	Hamburg	4746	.....
	United States	17539	.....
	St. Peter's	599	.....
		$220837	.....
Meat and Poultry	Nova Scotia	$10476 80	.....
	P. E. Island	6208 00	.....
	United States	127 00	.....
		$16811 80	.....
Miscellaneous Articles—13 per cent	United Kingdom	$40305	.....
	Jersey	80	.....
	Canada	3459	.....
	P. E. Island	168	.....
	New Brunswick	46	.....
	Hamburg	2	.....
	Nova Scotia	3968	.....
	B. W. Indies	114	.....
	Spain	236	.....
	Portugal	28	.....
	F. W. Indies	40	.....
	United States	10308	.....
	St. Peter's	95	.....
		$58869	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$1161	$1161	$1161	Declared.	$150 93
324	324	324	"	42 12
29424	29424	29424	"	3318 77
70862	70862	70862	"	9212 06
1673	1673	1673	"	217 49
51163	51163	51163	"	6651 19
80	80	80	"	10 40
$154687	$150792	$154687		$19602 96
$68008	$68008	$68008	Declared.	$8841 04
4374	4374	4374	"	568 62
49027	49027	49027	"	6373 51
76544	76544	76544	"	9950 72
4746	4746	4746	"	616 98
17539	17539	17539	"	2280 07
599	599	599	"	77 87
$220837	$220837	$220837		$28708 81
$10476 80	$10476 80	$10476 80	Declared	$532 84
6208 00	6208 00	6208 00	"	310 40
127 00	127 00	127 00	"	6 35
$16811 80	$16811 80	$16811 80		$840 59
$40305	$40305	$40305	Declared	$5239 65
80	80	80	"	10 40
3459	3459	3459	"	449 67
168	168	168	"	21 84
46	46	46	"	5 98
2	2	2	"	00 26
3988	3988	3988	"	518 44
114	114	114	"	14 82
236	236	236	"	30 68
28	28	28	"	3 64
40	40	40	"	5 20
10308	10308	10308	"	1340 04
95	95	95	"	12 35
$58869	$58869	$58869		7652 97

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Miscellaneous Articles—free...	United Kingdom	$20051	.....
	Jersey	180	.....
	Canada	9390	.....
	P. E. Island	180	.....
	Nova Scotia	2339	.....
	New Brunswick	1175	.....
	United States	7431	.....
		40746	.....
		Gals.	Gals.
Molasses	United Kingdom	.....	.....
	Jersey	370	.....
	Canada	5203	.....
	Nova Scotia	9902	.....
	B. W. Indies	565036	8577
	F. W. Indies	48829	76440
	P. E. Island	100	.....
	United States	172910	.....
	St. Peter's	1551	.....
		803991	85017
		Cwt.	
Oakum	United Kingdom	998	.....
	Jersey	22	.....
	St. Peters	6	.....
		1026	.....
		Gals.	
Oil, viz—Linseed	United Kingdom	10337	.....
	Jersey	155	.....
	Nova Scotia	147	.....
	United States	49	.....
		10688	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$20051	$20051	$20051	Declared.	
180	180	180	"	
9390	9390	9390	"	
180	180	180	"	
2339	2339	2339	"	
1175	1175	1175	"	
7431	7431	7431	"	
$40746	$40746	$40746		
Gals.	Gals.			
.....	11942	....	40 cts per gal.	$716 52
370	370	$148	"	22 20
5293	5293	2117	"	317 58
9902	9902	3961	"	594 12
573613	556211	229444	"	33372 66
125269	134662	50108	"	8079 72
100	100	40	"	6 00
172910	168810	69164	"	10128 60
1551	1551	620	"	93 06
889008	888841	$355602		$53330 46
Cwt.	Cwt.			
998	998	$5989	Declared.	$479 12
22	22	133	"	10 64
6	6	34	"	2 72
1026	1026	$6156		$492 48
Gals.	Gals.			
10337	10337	$10337	Declared.	$1343 81
155	155	155	"	20 15
147	147	147	"	19 11
49	49	49	"	6 37
10668	10668	$10688		$1389 44

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Gals.	
Oil, viz—Olive	United Kingdom	2639	.....
	Canada	634	.....
	Portugal	1098	.....
	Sicily	279	.....
	United States	42	.....
		4692	.....
		Gals.	
Oil, viz—Kerosene	United Kingdom	850	.....
	Canada	2895	.....
	Nova Scotia	1982	.....
	United States	168708	.....
	St. Peter's	400	.....
		174335	.....
Paper, Manufactured	United Kingdom	$26967	.....
	Jersey	125	.....
	Canada	487	.....
	Nova Scotia	663	.....
	United States	1481	.....
		$29723	.....
Printing Paper	United Kingdom	$1698	.....
	Canada	200	.....
	Nova Scotia	273	.....
		$2171	.....
Printed Books	United Kingdom	$10836	.....
	Canada	160	.....
	Nova Scotia	2968	.....
	United States	336	.....
		$14300	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Gals.	Gals.			
2639	2639	$2639	Declared.	$343 07
634	634	634	"	82 42
1098	1098	1098	"	142 74
279	279	279	"	36 27
42	42	42	"	5 46
4692	4692	$4692		$609 96
Gals.	Gals.			
350	350	$77	Declared.	$10 01
2895	2895	637	"	82 81
1982	1982	436	"	56 81
168708	168708	37116	"	4825 08
400	400	88	"	11 44
174335	174335	$38854		$4986 02
$26967	$26967	$26967	Declared	$3505 71
125	125	125	"	16 25
487	487	487	"	63 31
663	663	663	"	86 19
1481	1481	1481	"	192 53
$29723	$29723	$29723		$3863 99
$1698	$1698	$1698	Declared.	
200	200	200	"	Free.
273	273	273	"	
$2171	$2171	$2171		
$10836	$10836	$10836	Declared.	
160	160	160	"	
2968	2968	2968	"	Free.
336	336	336	"	
$14300	$14300	$14300		

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Brls.	
Pitch, Tar and Turpentine.....	United Kingdom.....	2068	.....
	Jersey.....	63	.....
	Nova Scotia.....	5	.....
	Hamburg.....	27	.....
	United States.....	724	.....
	St. Peter's.....	16	.....
		2903	.....
Plate and Jewellery	United Kingdom.....	$7718	.....
	Canada.....	102	.....
	Nova Scotia.....	6839	.....
	United States.....	974	.....
	St. Peter's.....	20	.....
		$15653	.....
		Brls.	
Pigs' Heads, Feet and Joles....	Canada.....	340	.....
	Nova Scotia.....	331	.....
	P. E. Island.....	198	.....
	United States.....	2809	.....
		3678	.....
		Brls.	
Pork.....	United Kingdom.....	2	.....
	Canada.....	6450	.....
	Nova Scotia.....	938	.....
	P. E. Island.....	644	.....
	United States	22672	.....
	St. Peter's.....	74	.....
		30780	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Brls.	Brls.			
2068	2068	$8272	Declared.	$661 76
63	63	262	"	20 96
5	5	22	"	1 76
27	27	108	"	8 64
724	724	2908	"	232 64
16	16	64	"	5 12
2903	2903	$11636		$930 88
$7718	$7718	$7718	Declared.	$1003 34
102	102	102	"	13 26
6839	6839	6839	"	889 07
974	974	974	"	126 62
20	20	20	"	2 60
$15653	$15653	$15653		$2034 89
Brls.	Brls.			
340	340	$3060	$9 00	$204 00
331	331	2979	"	198 60
198	198	1782	"	118 80
2809	2809	25281	"	1685 10
3678	3678	$33102		$2206 80
Brls.	Brls.			
2	2	$36	$18 00	$2 00
6450	6450	116100	"	6450 00
938	983	16884	"	938 00
644	644	11592	"	644 00
22672	22672	408096	"	22672 00
74	74	1332	"	74 00
30780	30780	$554040		$30780 00

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Bush.	
Potatoes	Canada	960	.....
	Nova Scotia	5670	.....
	P. E. Island	77390	.....
	Portugal	36	.....
	St. Peter's	1308	.....
		83564	.....
		Bush.	
Vegetables	Canada	300	.....
	Nova Scotia	483	.....
	P. E. Island	14699	.....
	B. W. Indies	628	.....
	Spain	230	.....
	Portugal	1222	.....
	Madeira	250	.....
	United States	1350	.....
		19162	.....
Religious Articles	United Kingdom	$2897	.....
	Canada	127	.....
	Nova Scotia	2600	.....
	New Brunswick	82	.....
	P. E. Island	62	.....
	United States	189	.....
		5957	.....
		Cwt.	
Rice	United Kingdom	1223	.....
	Jersey	5	.....
	Canada	5	.....
	Nova Scotia	7	.....
	United States	19	.....
	St. Peters	4	.....
		1263	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Bush.	Bush.			
960	960	$384	$00 40	
5670	5670	2267	"	
77390	77390	30956	"	Free.
36	36	14	"	
1308	1308	523	"	
85364	85364	$34145		
Bush.	Bush.			
300	300	$150	$09 50	
483	483	241	"	
14699	14699	7349	"	
628	628	314	"	
230	230	115	"	Free.
1222	1222	611	"	
250	250	125	"	
1350	1350	675	"	
19162	19162	$9580		
$2897	$2897	$2897	Declared.	
127	127	127	"	
2600	2600	2600	"	
82	82	82	"	Free.
62	62	62	"	
189	189	189	"	
$5957	$5957	$5957		
Cwt.	Cwt.			
1223	1223	$4114	Declared.	$489 12
5	5	24	"	1 92
5	5	27	"	2 16
7	7	36	"	2 88
19	19	94	"	7 52
4	4	22	"	1 76
1263	1263	$6317		$505 36

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Tons.	Tons.
Salt	United Kingdom	1917	.....
	Jersey	562	.....
	Canada	176	.....
	Nova Scotia	282	.....
	B. W. Indies	1052	.....
	Italy	130	.....
	Sicily	4088	.....
	Spain	22964	360
	Portugal	9251	.....
	P. E. Island	60	.....
	Azores	180	.....
	United States	62	.....
	St. Peter's	120	.....
		40844	360
		Cwt.	
Soap	United Kingdom	3451	.....
	Jersey	152	.....
	Canada	584	.....
	New Brunswick	7	.....
	Nova Scotia	82	.....
	United States	2192	.....
		6468	.....
		Gals.	
Spirits, viz—Brandy	United Kingdom	6260	.....
	Canada	.....	.....
	Nova Scotia	554	.....
	St. Peter's	3	.....
		6817	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Tons.	Tons.			
1917	1917	$4792	$2 50	$383 40
562	562	1405	"	112 40
176	176	440	"	35 20
282	282	705	"	56 40
1052	1052	2630	"	210 40
130	130	325	"	26 00
4088	4088	10220	"	917 60
23324	23324	58310	"	4664 80
9251	9251	23127	"	8050 20
60	60	150	"	12 00
180	180	450	"	36 00
62	62	155	"	12 40
120	120	300	"	24 00
41204	41204	$103009		$8340 80
Cwt.	Cwt.			
3451	3451	$17254	Declared.	$2243 02
152	152	763	"	99 19
584	584	2919	"	379 47
7	7	36	"	4 68
82	82	412	"	53 56
2192	2192	10961	"	1424 93
6468	6468	$32345		$4204 85
Gals.	Gals.			
6260	7965	$18780	$3 00	$12744 00
.....	196	.....	"	313 60
554	311	1662	"	497 60
3	3	9	"	4 80
6817	6817	$20451		$13560 00

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Gals.	
Undefined Spirits	United Kingdom	101	.....
	Nova Scotia	2	.....
	Spain	40	.....
	St. Peters	6	.....
		149	.....
		Gals.	
Whiskey	United Kingdom	5812	.....
		Gals.	
Cordials	United Kingdom	1053	.....
	St. Peter's	23	.....
		1076	.....
		Gals.	
Gin	United Kingdom	9491	.....
	Jersey	342	.....
	Canada	10	.....
	Nova Scotia	47	.....
	Hamburg	.....	.....
	St. Peter's	67	.....
		9957	.....
		Gals.	Gals.
Rum	United Kingdom	2785	.....
	Jersey	60	.....
	Nova Scotia	152	.....
	B. W. Indies	927	.....
	F. W. Indies	62618	9007
	St. Peter's	103	.....
		66645	9007

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Gals.	Gals.			
101	101	$404	$4 00	$161 60
2	2	8	"	3 20
40	40	160	"	64 00
6	6	24	"	9 60
149	149	$596		$238 40
Gals.	Gals.			
5812	6935	$5812	$1 00	$10402 50
Gals.	Gals.			
1053	1433	$631	$00 60	$1146 40
23	23	14	"	18 40
1076	1456	$645		$1164 80
Gals.	Gals.			
9491	9515	$5694	$00 60	$11418 00
342	342	205	"	410 40
10	10	6	"	12 00
47	1016	28	"	1219 20
.....	345	.....	"	414 00
67	67	40	"	80 40
9957	11295	$5973		$18554 00
Gals.	Gals.			
2785	2873	$1671	$00 60	$2873 00
60	60	36	"	60 00
152	1299	91	"	1299 00
927	7553	556	"	7553 00
71625	79109	43127	"	79109 00
103	103	62	"	103 00
			"	
75652	90997	$45543		90997 00

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Limestone	United Kingdom	$648	.....
	Jersey	64	.....
	Nova Scotia	85	.....
	St. Peter's	5	.....
		$802	.....
Grindstones	United Kingdom	$663	.....
Stone, Manufacture	United Kingdom	$1261	.....
	Nova Scotia	87	.....
	New Brunswick	246	.....
	United States	329	.....
		$1923	.....
		Cwt.	
Sugar, Refined	United Kingdom	246½	.....
	Jersey	3½	.....
	Nova Scotia	4	.....
	United States	1508½	.....
	St. Peter's	3½	.....
		1766	.....
		Cwt.	Cwt.
Sugar, Unrefined	United Kingdom	9415	.....
	Jersey	2	.....
	Nova Scotia	898	.....
	B. W. Indies	1068	70
	F. W. Indies	169	3275
	United States	21	.....
	St. Peter's	3¼	.....
		11576¼	3345

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$648	$648	$648	Declared.	$84 24
64	64	64	"	8 32
85	85	85	"	11 05
5	5	5	"	65
$802	$802	$802		$104 26
$663	$663	$663	Declared.	$86 19
$1261	$1261	$1261	Declared.	$163 93
87	87	87	"	11 31
246	246	246	"	31 98
329	329	329	"	42 77
$1923	$1923	$1923		$249 99
Cwt.	Cwt.			
246½	258½	$2218	$9 00	$904 75
3½	3½	32	"	12 25
4	4	36	"	14 00
1508½	1508½	13576	"	5976 25
3½	3½	32	"	12 25
1766	1977	$15894		$6919 50
Cwt.	Cwt.			
9415	9659½	$65905	$7 00	$19319 00
2	2	14	"	4 00
898	873¾	6286	"	1747 50
1138	1119	7966	"	2238 00
3444	3351¾	24108	"	6703 50
21	21	147	"	42 00
3¼	3¼	23		6 50
14921¼	15030¼	$104409		$30060 50

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Cwt.	
Sugar—Bastard	United Kingdom	706½	.....
		Lbs.	
Teas	United Kingdom	72050	.....
	Jersey	15536	.....
	Canada	2653	.....
	Nova Scotia	13537	.....
	New Brunswick	250	.....
	P. E. Island	300	.....
	United States	21620	.....
	St. Peter's	1274	.....
		775220	.....
		Lbs.	
Tobacco	United Kingdom	1075	.....
	Jersey	865	.....
	Canada	353625	.....
	Nova Scotia	49256	.....
	New Brunswick	3240	.....
	P. E. Island	236	.....
	United States	171838	.....
	St. Peter's	604	.....
		508739	.....
		Cwt.	
Tobacco—Stems	Nova Scotia	80½	.....
		M.	M.
Cigars	United Kingdom	343½	.....
	Canada	10½	.....
	Nova Scotia	89½	.....
	F. W. Indies	3	18½
	United States	31¼	.....
		477¾	18½

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Lbs.	Lbs.			
720050	696500	$144010	$00 20	$34825 00
15536	15536	3107	"	776 80
2653	2653	531	"	132 65
13537	7664	2707	"	383 20
250	250	50	"	12 50
300	300	60	"	15 00
21620	16878	4324	"	843 90
1274	1274	255	"	63 70
775220	741055	$155044		$37052 75
Lbs.	Lbs.			
1075	1075	$215	$00 20	$129 00
865	865	173	"	103 80
352625	285264	70725	"	34231 68
49256	49652	9851	"	5958 24
3240	4410	648	"	529 20
236	236	47	"	28 32
171838	183824	34367	"	22058 88
604	604	121	"	72 48
580739	525930	$116147		$63111 60
Cwt.	Cwt.			
80½	80½	$563	$7 00	$40 25
M.	M.			
343½	343½	$3134	Declared.	$1063 54
10½	10½	133	"	34 37
89½	107½	1752	"	371 40
21½	21½	377	"	75 61
31¼	31¼	287	"	96 85
496¼	514¼	$5683		$1641 77

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Gals.	
Turpentine and Varnish	United Kingdom	936	.....
	Canada	171	.....
	Nova Scotia	178	.....
	United States	1733	.....
	St. Peter's	64	.....
		3082	.....
		Gals.	
Vinegar	United Kingdom	1713	.....
	Jersey	200	.....
	Nova Scotia	19	.....
	United States	988	.....
		2920	.....
		Gals.	Gals.
Wines, viz—Champagne	United Kingdom	368	.....
	Nova Scotia	2	.....
	F. W. Indies	.....	8
	St. Peter's	.....	.....
		370	8
		Gals.	
Port and Madeira	United Kingdom	47	.....
	Nova Scotia	.....	.....
	Portugal	6330	.....
		6377	.....
		Gals.	
Sherry and Manzanilla	United Kingdom	65	.....
	Canada	.....	.....
	Spain	1913	.....
		1978	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals.	Gals.			
936	936	$936	Declared.	$121 68
171	171	171	"	22 23
178	178	178	"	23 14
1733	1733	1733	"	225 29
64	64	64	"	8 32
3082	3082	$3082		$400 66
Gals.	Gals.			
1713	1713	$685	$0 40	$171 30
200	200	80	"	20 00
19	19	8	"	1 90
988	408	395	"	40 80
2920	2340	$1168		$234 00
Gals.	Gals.			
368	324	$1472	$4 00	$648 00
2	2	8	"	4 00
8	8	32	"	16 00
.....	34	.....	"	68 00
378	368	$1512		$736 00
Gals.	Gals.			
47	159	$94	$2 00	$238 50
.....	19	.....	"	28 50
6330	3069	12660	"	4603 50
6377	3247	$12754		$4870 50
Gals.	Gals.			
65	397	$483 20	Declared.	$417 70
.....	260	155 00	"	253 37
1913	1555	2632 04	"	1928 50
1978	2212	$3270 24		$2399 57

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Gals.	
Hock and Burgundy	United Kingdom	94	.....
		Gals.	
Red, Deina, Sicilian, Figuira, Malaga, Cape, Red Lisbon and Common	United Kingdom	1285	.....
	Jersey	151	.....
	Canada	523	.....
	Nova Scotia	139	.....
	Spain	2376	.....
	Portugal	82	.....
	Sicily	132	.....
		4688	.....
		Gals.	
Claret	United Kingdom	358	.....
	Jersey	52	.....
	Canada	10	.....
	Nova Scotia	28	.....
	Portugal	18	.....
	St. Peters	118	.....
		584	.....
Wollens, Cottons, Silks and Velvets	United Kingdom	$1086739	.....
	Jersey	12145	.....
	Canada	23280	.....
	New Brunswick	420	.....
	Nova Scotia	7591	.....
	Hamburg	1719	.....
	P. E. Island	33	.....
	United States	7287	.....
	St. Peter's	1169	.....
		$1140383	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Gals.	Gals.			
94	78	$94	$1 00	$46 80
Gals.	Gals.			
1285	1406	$1285	$1 00	$843 60
151	151	151	"	90 60
523	223	523	"	133 80
139	345	139	"	207 00
2376	569	2376	"	341 40
82	82	82	"	49 20
132	132	132	"	79 20
4688	2908	$4688		$1744 80
Gals.	Gals.			
358	265	$358	$1 00	$159 00
52	52	52	"	31 20
10	10	10	"	6 00
28	28	28	"	16 80
18	18	18	"	10 80
118	118	118	"	70 80
584	491	$584		$294 60
$1086739	$1086739	$1086739	Declared.	$141276 07
12145	12145	12145	"	1578 85
23280	23280	23280	"	3026 40
420	420	420	"	54 60
7591	7591	7591	"	986 83
1719	1719	1719	"	223 47
33	33	33	"	4 29
7287	7282	7287	"	947 31
1169	1169	1169	"	151 97
$1140383	$1140383	$1140383		$148249 70

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported.	
		British Ships.	Foreign Ships.
Ready Made	United Kingdom	$23778	
	Jersey	477	
	Canada	472	
	Nova Scotia	772	
	P. E. Island	17	
	New Brunswick	145	
	United States	1614	
	St. Peters	17	
		$27292	
Canvas	United Kingdom	$61880	
	Jersey	595	
	United States	15192	
	St. Peter's	110	
		$77777	
Wood Wares—13 per cent	United Kingdom	$3825	
	Jersey	189	
	Canada	1289	
	Hamburg	120	
	Nova Scotia	2434	
	New Brunswick	1522	
	United States	11028	
	St. Peter's	81	
		$20488	
Wood Wares—20 per cent	United Kingdom	$449	
	Canada	596	
	Nova Scotia	2769	
	New Brunswick	49	
	Hamburg	135	
	United States	2348	
	St. Peter's	141	
		$6487	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR, 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$23778	$23778	$23778	Declared.	$4755 60
477	477	477	"	95 40
472	472	472	"	94 40
772	772	772	"	154 40
17	17	17	"	3 40
145	145	145	"	29 00
1614	1614	1614	"	322 80
17	17	17	"	3 40
$27292	$27292	$27292		$5458 40
$61880	$61880	$61880	Declared.	$4950 40
595	595	595	"	47 60
15192	15192	15192	"	1215 36
110	110	110	"	8 80
$77777	$77777	$77777		$6222 16
$3825	$3825	$3825	Declared.	$497 25
189	189	189	"	24 57
1289	1289	1289	"	167 57
120	120	120	"	15 60
2434	2434	2434	"	316 42
1522	1522	1522	"	197 86
11028	11028	11028	"	1433 64
81	81	81	"	10 53
$20488	$20488	$20488		$2663 44
$449	$449	$449	Declared.	$89 80
596	596	596	"	119 20
2769	2769	2769	"	553 80
49	49	49	"	9 80
135	135	135	"	27 00
2348	2348	2348	"	469 60
141	141	141	"	28 20
$6487	$6487	$6487		$1297 40

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
Blocks	United Kingdom	$382	.....
	Jersey	54	.....
	Hamburg	414	.....
	United States	11	.....
	St. Peter's	90	.....
		$951	.....
		Feet.	
Board and Plank	Canada	271000	.....
	Nova Scotia	4350500	.....
	New Brunswick	763000	.....
	P. E. Island	11000	.....
	Jersey	11000	.....
	United States	51000	.....
	St. Peter's	39500	.....
		5497000	.....
		M.	
Shingles	Canada	4791	.....
	Nova Scotia	2808	.....
	P. E. Island	217	.....
	New Brunswick	583	.....
	St. Peter's	82	.....
		8481	.....
Shooks and Packs	United Kingdom	$1268 00	.....
	Jersey	883 00	.....
	Canada	10709 40	.....
	Nova Scotia	4040 00	.....
	P. E. Island	252 00	.....
	New Brunswick	1251 00	.....
	B. W. Indies	154 00	.....
	United States	1926 00	.....
		$20483 40	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
$382	$382	$382	Declared.	$96 40
54	54	54	"	10 80
414	414	414	"	82 80
11	11	11	"	2 20
90	90	90	"	18 00
$951	$951	$951		$190 20
Feet.	Feet.			
271000	271000	$2710	$10 00	$271 00
4350500	4350500	43505	"	4350 50
763000	763000	7630	"	763 00
11000	11000	110	"	11 00
11000	11000	110	"	11 00
51000	51000	510	"	51 00
39500	39500	395	"	39 50
5497000	5497000	$54970		$5497 00
M.	M.			
4791	4791	$7186	$1 50	$1916 40
2808	2808	4212	"	1123 20
217	217	325	"	86 80
583	583	875	"	233 20
82	82	123	"	32 80
8481	8418	$12721		$3392 40
$1268 00	$1268 00	$1268 00	Declared.	$253 60
883 00	883 00	883 00	"	176 60
10709 40	10709 40	10709 40	"	2141 88
4040 00	4040 00	4040 00	"	808 00
252 00	252 00	252 00	"	50 40
1251 00	1251 00	1251 00	"	250 20
154 00	154 00	154 00	"	30 80
1926 00	1926 00	1926 00	"	385 20
$20483 40	$20483 40	$20483 40		$4096 68

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported.	
		British Ships.	Foreign Ships.
Staves (undressed)	Canada	$9938	.....
	United States	1535	.....
		$11473	.....
Masts and Spars	Canada	$990	.....
	Nova Scotia	877	.....
	New Brunswick	316	.....
	United States	361	.....
	St. Peters	122	.....
		$2666	.....
Laths	Nova Scotia	$373	.....
	New Brunswick	52	.....
		$425	.....
Palings	Nova Scotia	$68	.....
	New Brunswick	107	.....
		$175	.....
		Tons.	
Timber and Scantling	United Kingdom	3½	.....
	Canada	669	.....
	Nova Scotia	458	.....
	New Brunswick	128	.....
	St. Peter's	2	.....
		1260½	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
$9938	$9938	$9938	Declared.	$795 04
1535	1535	1535	"	122 80
$11473	$11474	$11473		$917 84
$990	$990	$990	Declared.	$79 20
877	877	877	"	70 16
316	316	316	"	25 28
361	361	316	"	28 88
122	122	122	"	9 76
$2666	$2666	$2666		$213 28
$373	$373	$373	Declared.	$48 49
52	52	52	"	6 76
$425	$425	$425		$55 25
$68	$68	$68	Declared.	$8 84
107	107	107	"	13 91
$175	$175	$175		$22 75
Tons.	Tons.			
3½	3½	$16	$5 00	$1 00
669	669	3345	"	200 70
458	458	2290	"	137 40
128	128	640	"	38 40
2	2	10	"	60
1260½	1260½	$6301		$378 10

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported. British Ships.	Quantities Imported. Foreign Ships.
		Cwt.	
Nails	United Kingdom	8591	
	Jersey	122	
	Canada	142	
	Nova Scotia	183	
	United States	234	
	St. Peter's	6	
		9278	
Yarns	United Kingdom	$7252	
	Nova Scotia	189	
		$7441	
Hoop Iron	United Kingdom	$5030	
Lard Oil	Nova Scotia	$816	
Machinery	United Kingdom	$2217	
	Canada	23	
	Nova Scotia	4860	
	United States	426	
		$7526	
Fancy Biscuit and Cra ckers	United Kingdom	$780 00	
	Canada	1351 00	
	Nova Scotia	1125 00	
	New Brunswick	65 62	
	United States	601 00	
		$3922 62	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of Duty collected.
		Total of Imports.	Price.	
Cwt.	Cwt.			
8591	8591	$42953	Declared.	$3436 24
122	122	610	"	48 80
142	142	711	"	56 88
183	183	916	"	73 28
234	234	1171	"	93 68
6	6	29	"	2 32
9278	9278	$46390		$3711 20
$7252	$7252	$7252	Declared.	
189	189	189	"	Free.
$7441	$7441	$7441		
$5030	$5030	$5030	Declared.	$653 90
$816	$816	$816	Declared.	$106 08
$2217	$2217	$2217	Declared.	$177 36
23	23	23	"	1 84
4860	4860	4860	"	388 80
426	426	426	"	34 08
$7526	$7526	$7526		$602 08
$780 00	$780 00	$780 00	Declared.	$101 40
1351 00	1351 00	1351 00	"	175 63
1125 00	1125 00	1125 00	"	146 25
65 62	65 62	65 62	"	8 53
601 00	601 00	601 00	"	78 13
$3922 62	$3922 62	$3922 62		$509 94

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Quantities Imported.	
		British Ships.	Foreign Ships.
		Tons.	
Hay and Straw	Nova Scotia	614	
	New Brunswick	305	
	P. E. Island	60	
		979	
Hoops	Jersey	$120 00	
	Canada	324 60	
	New Brunswick	60 00	
		$504 60	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1876.

Total.	Quantities entered for home consumption.	Value in Sterling.		Gross amount of duty collected.
		Total of Imports.	Price.	
Tons.	Tons.			
614	614	$7373	Declared.	$958 49
305	305	3659	"	475 67
60	60	719	"	93 47
979	979	$11751		$1527 63
$120 00	$120 00	$120 00	Declared	$24 00
324 60	324 60	324 60	"	64 92
60 00	60 00	60 00	"	12 00
$504 60	$504 60	$504 60		$100 92

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
		Cwt.		Cwt.
Bread	United Kingdom	6		6
Butter	United Kingdom			
Flour	United Kingdom			
	Nova Scotia			
Composition	Jersey			
		Tons.	Tons.	Tons.
Copper Ore	United Kingdom	23834	950	24784
	France	350		350
		24184	950	25134
		Tons.		Tons.
Nickle Ore	United Kingdom	28		28
Corn Meal	B. W. Indies			
Cheese	United Kingdom			
	Nova Scotia			

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR, 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$27	.....	.....	$4 50
Cwt. 131	.....	$2882	.....	$22 00
Bls. 2134	.....	$11737	.....	$5 50
8	.....	44	.....	"
2142	.....	$11781		
Cwt. 12	.....	$96	.....	$8 00
.....	$605600	.....	.....	$20 & $26
.....	9100	.....	.....	26
.....	$614700			
.....	$2800	.....	.....	$100 00
Bls. 100	.....	$400	.....	$4 00
Cwt. 25	.....	$400	.....	$16 00
50	.....	800	.....	"
75	.....	$1200		

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total
Rice	B. W. Indies	.....	.....	.....
Berries	United Kingdom	Gals. 650	.....	Gals. 650
	Nova Scotia	120	.....	120
		770	.....	770
Iron (old)	Canada	.....	.....	.....
	Nova Scotia	.....	.....	.....
		.....	.....	.....
Copper (old)	Canada	.....	.....	.....
	United States	.....	.....	.....
		.....	.....	.....
Lead Ore	United Kingdom	Tons. 38	.....	Tons. 38
Marble	Nova Scotia	Tons. 2½	.....	Tons. 2½
Oysters (preserved)	B. W. Indies	.....	.....	.....
Apples	United Kingdom	.....	.....	.....

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
Cwt. 50	.....	$250	.....	$5 00
....	$130 24	....	....	20 cts. "
.....	$154			
Cwt. 599 520	....	$599 520	....	$1 00 "
1119	.....	$1119		
Cwt. 100 6	....	$1200 72	....	$12 00
106	.....	$1272		
.....	$1824	.....	.....	$48 00
.....	$20	.....	.....	$8 00
Cases. 6	.....	$30 00	.....	$5 00
Brls. 10	.....	$40 00	.....	$4 00

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
		Qtls.	Qtls.	Qtls.
Fish, viz—Dry Cod...	United Kingdom.....	50008	.....	50008
	Jersey.....	2160	.....	2160
	Nova Scotia.....	4335	.....	4335
	B. W. Indies	63791	.....	63791
	Spain.....	133807	28176	161983
	Italy.....	53947	.....	53947
	Portugal.....	150829	.....	150829
	F. W. Indies.....	11012	.....	11012
	Sicily.....	12520	.....	12520
	Malta.....	4200	.....	4200
	Gibraltar.....	6210	.....	6210
	Mauritius	1477	.....	1477
	Madeira.....	.....	1371	1371
	Brazils.....	217201	11269	228470
	United States.....	4905	.....	4905
		716402	40816	757218
		Brls.	Brls.	Brls.
Herring.....	United Kingdom.....	13162	.....	13162
	Jersey.....	89	.....	89
	Canada.....	150	.....	150
	Nova Scotia.....	6268	.....	6268
	P. E. Island.....	183	.....	183
	B. W. Indies	4221	.....	4221
	Mauritius.....	461	.....	461
	Sweden	.....	4000	4000
	United States.....	9599	10445	20044
		34133	14445	48578

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
Qtls.				
.....	$210033	.....	.....	$4 20
.....	9072	.....	.....	"
.....	19074	.....	.....	4 40
.....	280680	.....	.....	"
1886	874708	$10184	.....	5 40
.....	291314	.....	.....	"
.....	859725	.....	.....	5 70
.....	48453	.....	.....	4 40
.....	70112	.....	.....	5 60
.....	23520	.....	.....	"
.....	32292	.....	.....	5 20
.....	7976	.....	.....	5 40
.....	7129	.....	.....	5 20
.....	1256585	.....	.....	5 50
.....	27958	.....	.....	5 70
1886	$4028815	$10184		
.....	$52648	.....	.....	$4 00
.....	311	.....	.....	3 50
.....	675	.....	.....	4 50
.....	28206	.....	.....	"
.....	823	.....	.....	"
.....	12663	.....	.....	3 00
.....	1844	.....	.....	4 00
.....	12000	.....	.....	3 00
.....	70154	.....	.....	3 50
	$179324			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
		Tierces.		Tierces.
Salmon	United Kingdom	1911		1911
	Jersey	1		1
	Canada	61		61
	Nova Scotia	667		667
	B. W. Indies	537		537
	F. W. Indies	13		13
	Mauritius	100		100
	United States	1055		1055
		4345		4345
		Cases.		Cases.
Ditto Preserved	B. W. Indies	6		6
		Brls.		Brls.
Mackerel	Mauritius	1		1
		Qtls.		Qtls.
Core	Jersey	88		88
	Canada	106		106
	Nova Scotia	540		540
	United States	150		150
		884		884
		Qtls.		Qtls.
Haddock	B. W. Indies	26		26
	F. W. Indies	509		509
		535		535

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$30576	.....	.....	$16 00
.....	16	.....	.....	"
.....	976	.....	.....	"
.....	10672	.....	.....	"
.....	6444	.....	.....	12 00
.....	182	.....	.....	14 00
.....	1600	.....	.....	16 00
.....	16880	.....	.....	"
.....	$67346			
.....	$36	.....	.....	$6 00
.....	$8	.....	.....	$8 00
.....	$176	.....	.....	$2 00
.....	212	.....	.....	"
.....	1080	.....	.....	"
.....	300	.....	.....	"
.....	$1768			
.....	$94	.....	.....	$3 60
.....	1832	.....	.....	"
.....	$1926			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total
		Brls.		Brls.
Cod Roes	United Kingdom	2		2
	Jersey	18		18
	France	622		622
	United States	73		73
		715		715
		Brls.		Brls.
Caplin	United Kingdom	188		188
	B. W. Indies	8		8
		196		196
		Brls.		Brls.
Trout	United Kingdom	109		109
	B. W. Indies	134		134
	Mauritius	289		289
	United States	293		293
		825		825
		Qtls.		Qtls.
Halibut	Nova Scotia	142		142
	United States	190		190
		332		332
		Kegs.		Kegs.
Tongues and Sounds	United Kingdom	7		7
	Nova Scotia	17		17
	B. W. Indies	15		15
	United States	80		80
		119		119

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR, 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$8	.....	.....	$4 00
.....	72	.....	.....	"
.....	2488	.....	.....	"
.....	292	.....	.....	"
.....	$2860			
.....	$188	.....	.....	$1 00
.....	8	.....	.....	"
.....	$196		.....	
.....	$785	.....	.....	$7 20
.....	965	.....	.....	"
.....	2081	.....	.....	"
.....	2109	.....	.....	"
.....	$5940			
.....	$284	.....	.....	$2 00
.....	380	.....	.....	"
.....	$664			
.....	$7	.....	.....	$1 00
.....	17	.....	.....	"
.....	15	.....	.....	"
.....	80	.....	.....	"
.....	$119			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
Herring, Smoked.....	Madeira.....	.....	Boxes. 200	Boxes. 200
		Cases.		Cases.
Lobsters (preserved)..	United Kingdom.....	915	.....	915
	Nova Scotia.....	3982	.....	3982
	B. W. Indies.....	6	.....	6
	Brazils.....	30	.....	30
	St. Peter's.....	1113	.....	1113
		6046	.....	6046
MiscellaneousArticles	Hamburg.....	$40	.....	$40
Molasses.....	Jersey.....	.....	.....	.....
	Canada.....	.....	.....	.....
	P. E. Island.....	.....	.....	.....
		.....	.....	.....
		Tons.		Tons.
Oil, Cod.....	United Kingdom.....	2067	.....	2067
	Canada.....	56	.....	56
	Nova Scotia.....	55	.....	55
	B. W. Indies	47	.....	47
	Jersey.....	19	.....	19
	United States.....	24	.....	24
		2268	.....	2268

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$50	.....	.....	25 cts.
.....	$4392	.....	.....	$4 80
.....	19113	.....	.....	"
.....	29	.....	.....	"
.....	144	.....	.....	"
.....	5342	.....	.....	"
.....	$29020			
.....	$40	.....	.....	
Gals.				
100	.....	$40	.....	40 cts.
86300	.....	34520	.....	"
7249	.....	2899	.....	"
93649	.....	$37459		
.....	$330720	.....	.....	$160 00
.....	8960	.....	.....	"
.....	8800	.....	.....	"
.....	7520	.....	.....	"
.....	3040	.....	.....	"
.....	8840	.....	.....	"
.....	$36[illegible]830			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total
		Tons.	Tons.	Tons.
Oil, Seal	United Kingdom	3612½	214	3826½
	Jersey	3	.....	3
	Canada	431	.....	431
	Nova Scotia	17	.....	17
	New Brunswick	2	.....	2
	Hamburg	299¾	100	399¾
	United States	4¼	.....	4¼
		4369¾	314	4683¾
		Gals.		Gals.
Cod Liver Oil	United Kingdom	10176	.....	10176
	Canada	4800	.....	4800
	Nova Scotia	8960	.....	8960
	B. W. Indies	256	.....	256
	Spain	34	.....	34
	United States	4608	.....	4608
		28834	.....	28834
		Tons.		Tons.
Oil, Herring	United Kingdom	17¼	.....	17¼
		Tons.		Tons.
Whale Oil	United Kingdom	22¼	.....	22¼
	United States	2	.....	2
		24¼	.....	24¼
		Tons.		Tons.
Blubber	United Kingdom	½	.....	½
	Canada	48¾	.....	48¾
		49¼	.....	49¼

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$520404	.....	.....	$136 00
.....	408	.....	.....	"
.....	58616	.....	.....	"
.....	2312	.....	.....	"
.....	272	.....	.....	"
.....	54366	.....	.....	"
.....	612	.....	.....	"
.....	$686990			
.....	$10176	.....	.....	$1 00
.....	4800	.....	.....	"
.....	8960	.....	.....	"
.....	256	.....	.....	"
.....	34	.....	.....	"
.....	4608	.....	.....	"
.....	$28834			
.....	$2208	.....	.....	$128 00
.....	$2848	.....	.....	$128 00
.....	256	.....	.....	"
.....	$3104			
.....	$8	.....	.....	$16 00
.....	780	.....	.....	"
.....	$788			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
Dregs	United Kingdom	Tons. 17½		Tons. 17½
Pot Head Oil	United Kingdom	Tons. ½		Tons. ½
Rags and Paper Stuffs	United Kingdom	Cwt. 80		Cwt. 80
	Canada	250		250
	Nova Scotia	50		50
	United States	5177		5177
		5557		5557
Salt	Nova Scotia			
Seal Skins	United Kingdom	No. 341292		No. 341292
Walrus Skin	United Kingdom	No. 1		No. 1
Ox and Cow Hides	United Kingdom			
	Canada			
	Nova Scotia			
	United States			
Calf Skins	United Kingdom			

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR, 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$1400	.....	.....	$80 00
.....	$70	.....	.....	$140 00
.....	$160	.....	.....	$2 00
.....	500	.....	.....	"
.....	100	.....	.....	"
.....	10354	.....	.....	"
.....	$11114			
Tons. 441	.....	$1103	.....	$2 50
.....	$443679	.....	.....	$1 20
.....	$3			
No. 2586	.....	$7758	.....	$3 00
250	.....	750	.....	"
1176	.....	3528	.....	"
108	.....	324	.....	"
4120	.....	$12360		
No. 732	.....	$366	.....	50 cts.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
Furs	United Kingdom	$12540	$100	$12640
	Jersey	480		480
		$13020	$100	$13120
Spirits, Brandy	Nova Scotia			
	B. W. Indies			
Whiskey	Cumberland Inlet			
Rum	Nova Scotia			
Gin	United Kingdom			
	Nova Scotia			
Sugar, unrefined	United Kingdom			
	Jersey			
	Nova Scotia			
Teas	Nova Scotia			

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$12640	.....	.....	
.....	480	.....	.....	
.....	$13120			
Gals. 4	.....	$12	.....	$3 00
200	.....	600	.....	"
204	.....	$612		
Gals. 8	.....	$8	.....	$1 00
Gals. 2354	.....	$1412	.....	60 cts.
Gals. 20	.....	$12	.....	60 cts.
206	.....	124	.....	"
226	.....	$136		
Cwt. 93	.....	$651	.....	$7 00
11	.....	77	.....	"
4248	.....	29736	.....	"
4352	.....	$30464		
Lbs. 3571	.....	$714	.....	20 cts.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which Exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total
Tobacco	Canada			
	Cumberland Inlet			
Port Wine.	United Kingdom			
	Canada			
	Nova Scotia			
	New Brunswick			
	B. W. Indies			
	United States			
Sherry Wine	United Kingdom			
	Nova Scotia			
	New Brunswick			
	United States			
Manzanilla	United Kingdom			
		Feet.		Feet.
Lumber.	United Kingdom	10000		10000
	B. W. Indies	4500		4500
	F. W. Indies	3000		3000
	Mauritius	14000		14000
	Brazils	2500		2500
		34000		34000

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR, 1876.

	Value in Sterling.			
British, Foreign, and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony,	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
Lbs.				
1583	.....	$317	.....	20 cts.
240	.....	48	.....	"
1823	.....	$365		
Gals.				
897	.....	$1794	.....	$2 00
266	.....	532	.....	"
1329	.....	2658	.....	"
27	.....	54	.....	"
549	.....	1098	.....	"
54	.....	108	.....	"
3122	.....	$6244		
Gals.				
54	.....	$81	.....	$1 50
206	.....	309	.....	"
27	.....	40	.....	"
27	.....	41	.....	"
314	.....	$471		
Gals.				
107	.....	$160	.....	$1 50
.....	$120	.....	.....	$12 00
.....	54	.....	.....	"
.....	36	.....	.....	"
.....	168	.....	.....	"
.....	30	.....	.....	"
.....	$408			

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY

Articles.	Countries to which exported.	Quantities Exported. Produce and Manufacture of the Colony. British Ships.	Foreign Ships.	Total.
		Bdls.		Bdls.
Hoops	United Kingdom	2120		2120
	B. W. Indies	16435		16435
	Mauritius	8		8
		18563		18563
		No.		No.
Oars	United Kingdom	210		210
Shooks		$712		$712
Spars	Spain			
	B. W. Indies			
Staves	United Kingdom	$1200		$1200
			Tons.	Tons.
Timber	United Kingdom		370	370
		No.		No.
Billets	United Kingdom	4000		4000
			Sticks.	Sticks.
Wood			1300	1300

CUSTOMS' RETURNS.

OF NEWFOUNDLAND, FOR THE YEAR 1876.

	Value in Sterling.			
British, Foreign and other Colonial Produce and Manufacture.	Produce and Manufacture of the Colony.	British, Foreign, and other Colonial Produce and Manufacture.	Total.	Price.
.....	$530	.....	.....	25 cts.
.....	4109	.....	.....	"
.....	2	.....	.....	"
.....	$4641			
.....	$84	.....	.....	40 cts.
.....	$712			
No. 75	.....	$375	.....	$5 00
4	.....	20	.....	"
79	.....	$395		
.....	$1200			
.....	$1850	.....	.....	$5 00
.....	$16	.....	.....	$4 00
.....	$13	.....	.....	$1 00

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

No. 1.—AN ACCOUNT of the Number, Tonnage and Crews of Country, in the year 1876, distinguishing Vessels with Cargo

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.
St. John's	80	14704	625	5	735	31	85	15439	656	1	227	8
Harbor Grace	8	839	45	.....	.....	.....	8	839	45	.....	.....	.....
Carbonear	2	236	12	.....	.....	.....	2	236	12	.....	.....	.....
Trinity	2	267	14	.....	.....	.....	2	267	14	.....	.....	.....
Greenspond	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	450	12
Twillingate	3	347	20	.....	.....	.....	3	347	20	.....	.....	.....
Tilt Cove & Bett's Cove	11	2751	83	.....	.....	.....	11	2751	83	.....	.....	.....
Burin	1	148	7	.....	.....	.....	1	148	7	.....	.....	.....
Gaultois	1	203	10	.....	.....	.....	1	203	10	.....	.....	.....
Burgeo	3	326	19	.....	.....	.....	3	326	19	.....	.....	.....
LaPoile	2	339	18	.....	.....	.....	2	339	18	.....	.....	.....
Harbor Breton	4	711	46	.....	.....	.....	4	711	46	.....	.....	.....
	117	20871	899	5	735	31	122	21606	930	2	677	20

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	227	8	81	14931	633	5	735	31	86	15666	664
.....	.....	.....	.....	.....	.....	8	839	45	.....	.....	.....	8	839	45
.....	.....	.....	.....	.....	.....	2	236	12	.....	.....	.....	2	236	12
.....	.....	.....	.....	.....	.....	2	267	14	.....	.....	.....	2	267	14
.....	.....	.....	1	450	12	1	450	12	.....	.....	.....	1	450	12
.....	.....	.....	.....	.....	.....	3	347	20	.....	.....	.....	3	347	20
.....	.....	.....	.....	.....	.....	11	2751	83	.....	.....	.....	11	2751	83
.....	.....	.....	.....	.....	.....	1	148	7	.....	.....	.....	1	148	7
.....	.....	.....	.....	.....	.....	1	203	10	.....	.....	.....	1	203	10
.....	.....	.....	.....	.....	.....	3	326	19	.....	.....	.....	3	326	19
.....	.....	.....	.....	.....	.....	2	339	18	.....	.....	.....	2	339	18
.....	.....	.....	.....	.....	.....	4	711	46	.....	.....	.....	4	711	46
.....	.....	.....	2	677	20	119	21548	919	5	735	31	124	22283	950

CUSTOMS' RETURNS.

No. 1—(Continued).

BRITISH

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	338	46280	2009	3	451	19	341	46681	2028	3	427	18
Harbor Grace	36	4462	219	.....	.....	.....	36	4462	219	.....	.....	.....
Carbonear	14	1392	79	.....	.....	.....	14	1392	79	.....	.....	.....
Brigus	8	909	55	.....	.....	.....	8	909	55	.....	.....	.....
Trinity	2	276	14	.....	.....	.....	2	276	14	.....	.....	.....
Greenspond	1	74	5	.....	.....	.....	1	74	5	.....	.....	.....
Fogo	3	347	16	.....	.....	.....	3	347	16	.....	.....	.....
Tilt Cove & Betts Cove	6	1630	46	.....	.....	.....	6	1630	46	.....	.....	.....
Pushthrough	2	78	10	.....	.....	.....	2	78	10	.....	.....	.....
Saint Jacques	2	141	12	.....	.....	.....	2	141	12	.....	.....	.....
Burin	19	1239	91	.....	.....	.....	19	1239	91	.....	.....	.....
Lamaline	4	165	18	.....	.....	.....	4	165	18	.....	.....	.....
Fortune	24	777	120	.....	.....	.....	24	777	120	.....	.....	.....
Grand Bank	6	262	25	1	76	8	7	338	33	.....	.....	.....
Gaultois	9	635	42	.....	.....	.....	9	635	42	.....	.....	.....
Harbor Breton	10	642	55	.....	.....	.....	10	642	55	.....	.....	.....
Burgeo	13	1022	73	.....	.....	.....	13	1022	73	.....	.....	.....
LaPoile	17	1518	94	.....	.....	.....	17	1518	94	.....	.....	.....
Channel	36	1593	161	.....	.....	.....	36	1593	161	.....	.....	.....
	550	63392	3144	4	527	27	554	63919	3171	3	427	18

CUSTOMS' RETURNS.

No. 1—(Continued).

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.
.....	.....	.....	3	427	18	341	46657	2027	3	451	19	344	47108	2046
.....	.....	.....	.....	.....	.....	36	4462	219	.....	.....	.....	36	4462	219
.....	.....	.....	.....	.....	.....	14	1392	79	.....	.....	.....	14	1392	79
.....	.....	.....	.....	.....	.....	8	909	55	.....	.....	.....	8	909	55
.....	.....	.....	.....	.....	.....	2	276	14	.....	.....	.....	2	276	14
.....	.....	.....	.....	.....	.....	1	74	5	.....	.....	.....	1	74	5
.....	.....	.....	.....	.....	.....	3	347	16	.....	.....	.....	3	347	16
.....	.....	.....	.....	.....	.....	6	1630	46	.....	.....	.....	6	1630	46
.....	.....	.....	.....	.....	.....	2	78	10	.....	.....	.....	2	78	10
.....	.....	.....	.....	.....	.....	2	141	12	.....	.....	.....	2	141	12
.....	.....	.....	.....	.....	.....	19	1239	91	.....	.....	.....	19	1239	91
.....	.....	.....	.....	.....	.....	4	165	18	.....	.....	.....	4	165	18
.....	.....	.....	.....	.....	.....	24	777	120	.....	.....	.....	24	777	120
.....	.....	.....	.....	.....	.....	6	262	25	1	76	8	7	338	33
.....	.....	.....	.....	.....	.....	9	635	42	.....	.....	.....	9	635	42
.....	.....	.....	.....	.....	.....	10	642	55	.....	.....	.....	10	642	55
.....	.....	.....	.....	.....	.....	13	1022	73	.....	.....	.....	13	1022	73
.....	.....	.....	.....	.....	.....	17	1518	94	.....	.....	.....	17	1518	94
.....	.....	.....	.....	.....	.....	36	1598	161	.....	.....	.....	36	1593	161
.....	.....	.....	3	427	18	553	63819	3162	4	527	27	557	64346	3189

CUSTOMS' RETURNS.

No. 1.—(Continued.)

PORTUGAL.

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	56	7087	351	.....	.....	.....	56	7087	351	.....	.....	.....
Harbor Grace	4	531	24	.....	.....	.....	4	531	24	.....	.....	.....
Carbonear	1	85	5	.....	.....	.....	1	85	5	.....	.....	.....
Trinity	2	288	15	.....	.....	.....	2	288	15	.....	.....	.....
Twillingate	1	103	7	.....	.....	.....	1	103	7	.....	.....	.....
Fogo	1	60	5	.....	.....	.....	1	60	5	.....	.....	.....
Tilt Cove & Bett's Cove	.....	.....	.....	2	457	15	2	457	15	.....	.....	.....
Burin	1	148	6	.....	.....	.....	1	148	6	.....	.....	.....
Gaultois	1	203	10	.....	.....	.....	1	203	10	.....	.....	.....
Burgeo	2	147	11	.....	.....	.....	2	147	11	.....	.....	.....
LaPoile	1	183	8	.....	.....	.....	1	183	8	.....	.....	.....
	70	8835	442	2	457	15	72	9292	457	.....	.....	.....

CUSTOMS' RETURNS.

No. 1.—(Continued.)

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.
.....	.....	.....	.....	.....	.....	56	7087	351	.....	.....	.....	56	7087	351
.....	.....	.....	.....	.....	.....	4	531	24	.....	.....	.....	4	531	24
.....	.....	.....	.....	.....	.....	1	85	5	.....	.....	.....	1	85	5
.....	.....	.....	.....	.....	.....	2	288	15	.....	.....	.....	2	288	15
.....	.....	.....	.....	.....	.....	1	103	7	.....	.....	.....	1	103	7
.....	.....	.....	.....	.....	.....	1	60	5	.....	.....	.....	1	60	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	457	15	2	457	15
.....	.....	.....	.....	.....	.....	1	148	6	.....	.....	.....	1	148	6
.....	.....	.....	.....	.....	.....	1	203	10	.....	.....	.....	1	203	10
.....	.....	.....	.....	.....	.....	2	147	11	.....	.....	.....	2	147	11
.....	.....	.....	.....	.....	.....	1	183	8	.....	.....	.....	1	183	8
.....	.....	.....	.....	.....	.....	70	8835	442	2	457	15	72	9292	457

CUSTOMS' RETURNS.

No. 1.—(Continued.)

SPAIN.

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	88	11722	520	.....	.....	.....	88	11722	520	2	295	22
Harbor Grace	15	2143	90	.....	.....	.....	15	2143	90	.....	.....	.....
Carbonear	4	580	23	.....	.....	.....	4	580	23	.....	.....	.....
Greenspond	2	194	11	.....	.....	.....	2	194	11	.....	.....	.....
Twillingate	5	674	34	.....	.....	.....	5	674	34	.....	.....	.....
Fogo	3	394	18	.....	.....	.....	3	394	18	.....	.....	.....
Tilt Cove & Bett's Cove	.....	.....	.....	1	240	7	1	240	7	.....	.....	.....
	117	15707	696	1	240	7	118	15947	703	2	295	22

CUSTOMS' RETURNS.

No. 1.—(Continued)

SPAIN.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	2	295	22	90	12017	542	.....	.....	.....	90	12017	542
.....	.....	.....	.....	.....	.....	15	2143	90	.....	.....	.....	15	2143	90
.....	.....	.....	.....	.....	.....	4	580	23	.....	.....	.....	4	580	23
.....	.....	.....	.....	.....	.....	2	194	11	.....	.....	.....	2	194	11
.....	.....	.....	.....	.....	.....	5	674	34	.....	.....	.....	5	674	34
.....	.....	.....	.....	.....	.....	3	394	18	.....	.....	.....	3	394	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	240	7	1	240	7
.....	.....	.....	2	295	22	119	16002	718	1	240	7	120	16242	725

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.
Pushthrough.....	9	185	33	.....	.....	.....	9	185	33	.....	.....	.....
St. Jacques.....	4	228	19	.....	.....	.....	4	228	19	2	262	12
Burin.....	5	219	20	.....	.....	.....	5	219	20	.....	.....	.....
Lamaline.....	19	595	86	.....	.....	.....	19	595	86	.....	.....	.....
Grand Bank.....	3	96	10	.....	.....	.....	3	96	10	.....	.....	.....
Harbor Breton...	8	327	33	.....	.....	.....	8	327	33	.....	.....	.....
	48	1650	201	.....	.....	.....	48	1650	201	2	262	12

CUSTOMS' RETURNS.

No. 1.—(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.
.....	.....	.....	.....	.....	.....	9	185	33	.....	.....	.....	9	185	33
.....	.....	.....	2	262	12	6	490	31	.....	.....	.....	6	490	31
.....	.....	.....	.....	.....	.....	5	219	20	.....	.....	.....	5	219	20
.....	.....	.....	.....	.....	.....	19	595	96	.....	.....	.....	19	595	86
.....	.....	.....	.....	.....	.....	3	66	10	.....	.....	.....	3	96	10
.....	.....	.....	.....	.....	.....	8	327	33	.....	.....	.....	8	327	33
.....	.....	.....	2	262	12	50	1912	213	.....	.....	.....	50	1912	213

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.
St. John's	85	14179	589	.....	.....	.....	85	14179	589	66	7380	658
Harbor Grace	7	1225	46	.....	.....	.....	7	1225	46	.....	.....	.....
Brigus	3	241	36	.....	.....	.....	3	241	36	.....	.....	.....
Fogo	1	108	7	.....	.....	.....	1	108	7	.....	.....	.....
Pushthrough	1	39	5	.....	.....	.....	1	39	5	.....	.....	.....
Saint Jacques	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	1221	57
Grand Bank	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harbor Breton	1	220	11	.....	.....	.....	1	220	11	5	461	31
Burgeo	1	54	5	.....	.....	.....	1	54	5	.....	.....	.....
LaPoile	2	128	11	.....	.....	.....	2	128	11	.....	.....	.....
	101	16194	710	.....	.....	.....	101	16194	710	79	9062	746

CUSTOMS' RETURNS.

No. 1—(Continued).

STATES.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargo.			In Ballast.			Total.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
2	202	21	68	7582	679	151	21559	1247	2	202	21	153	21761	1268
1	93	14	7	1225	46	7	1225	46	1	93	14	8	1318	60
.....	.....	.....	.....	.....	.....	3	241	36	.....	.....	.....	3	241	36
.....	.....	.....	.....	.....	.....	1	108	7	.....	.....	.....	1	108	7
.....	.....	.....	.....	.....	.....	1	39	5	.....	.....	.....	1	39	5
29	2649	198	87	3870	255	8	1221	57	29	2649	198	87	3870	255
6	438	80	6	438	80	.....	.....	.....	6	438	80	6	438	80
.....	.....	.....	5	461	31	6	681	42	.....	.....	.....	6	681	42
.....	.....	.....	.....	.....	.....	1	54	5	.....	.....	.....	1	54	5
.....	.....	.....	.....	.....	.....	2	128	11	.....	.....	.....	2	128	11
38	3382	313	117	12444	1059	180	25256	1456	38	3382	313	218	28638	1769

CUSTOMS' RETURNS.

No. 1.—(Continued.)

SICILY.

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	17	2209	96	.....	.....	.....	17	2209	96	.....	.....	.....
Harbor Grace	6	975	41	.....	.....	.....	6	975	41	.....	.....	.....
	23	3184	137	.....	.....	.....	23	3184	137	.....	.....	.....

SPANISH

St. John's	5	563	33	.....	.....	.....	5	563	33	11	1606	106
Harbor Grace	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	121	10
	5	563	33	.....	.....	.....	5	563	33	12	1727	116

CUSTOMS' RETURNS.

No. 1.—(Continued.)

SICILY.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	.....	.....	.....	17	2209	96	.....	.....	.....	17	2209	96
.....	.....	.....	.....	.....	.....	6	975	41	.....	.....	.....	6	975	41
.....	.....	.....	.....	.....	.....	23	3184	137	.....	.....	.....	23	3184	137

WEST INDIES.

5	816	52	16	2422	158	16	2169	139	5	816	52	21	2985	191
.....	.....	.....	1	121	10	1	121	10	.....	.....	.....	1	121	10
5	816	52	17	2543	168	17	2290	149	5	816	52	22	3106	201

CUSTOMS' RETURNS.

No. 1—(Continued).

BRAZIL.

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	3	659	31	3	476	26	6	1135	57	.....	.....	.....
Harbor Grace	.....	.....	.....	2	395	19	2	395	19	.....	.....	.....
	3	659	31	5	871	45	8	1530	76	.....	.....	.....

HANSEATIC

St. John's	6	993	44	.....	.....	.....	6	993	44	1	128	5
Tilt Cove & Bett's Cove	.....	.....	.....	1	399	10	1	399	10	.....	.....	.....
	6	993	44	1	399	10	7	1392	54	1	128	5

CUSTOMS' RETURNS.

No. 1.—(Continued.)

BRAZIL.

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	659	31	3	476	26	6	1135	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	395	19	2	395	19
.....	.....	.....	.....	.....	.....	3	659	31	5	871	45	8	1530	76

TOWNS.

.....	.....	.....	1	128	5	7	1121	49	.....	.....	.....	7	1121	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	399	10	1	399	10
.....	.....	.....	1	128	5	7	1121	49	1	399	10	8	1520	59

CUSTOMS' RETURNS.

No. 1.—(Continued.)

AZORES.

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	.....	.....	.....	1	117	5	1	117	5	.....	.....	.....

GREENLAND.

St. John's	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	134	32

CUSTOMS' RETURNS.

No. 1.—(Continued.)

AZORES.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	117	5	1	117	5

GREENLAND.

.....	.....	.....	1	134	32	1	134	32	.....	.....	.....	1	134	32

CUSTOMS' RETURNS.

No. 2.—Total Number, Tonnage and Crews of Vessels entered 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.	117	20871	899	5	735	31	122	21606	930	2	677	20
Brit. Possessions	550	63392	3144	4	527	27	554	63919	3171	3	427	18
Portugal	70	8835	442	2	457	15	72	9292	457	.....	.....	.....
Spain	117	15707	696	1	240	7	118	15947	703	2	295	22
United States.....	101	16194	710	.....	.....	.....	101	16194	710	79	9062	746
Sicily.....	23	3184	137	.....	.....	.....	23	3184	137	.....	.....	.....
French Colonies..	48	1650	201	.....	.....	.....	48	1650	201	2	262	12
Spanish W. Indies	5	563	33	.....	.....	.....	5	563	33	12	1727	116
Brazil	3	659	31	5	871	45	8	1530	76	.....	.....	.....
Hanseatic Towns	6	993	44	1	399	10	7	1392	54	1	128	5
Azores.....	.....	.....	.....	1	117	5	1	117	5	.....	.....	.....
Greenland	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	134	32
	1040	132048	6337	19	3346	140	1059	135394	6477	102	12712	971

CUSTOMS' RETURNS.

all Ports in Newfoundland, from each Country, in the year 1876.

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	677	20	119	21548	919	5	735	31	124	22283	950
.....	.....	.....	3	427	18	553	63819	3162	4	527	27	557	64346	3189
.....	.....	.....	.....	.....	.....	70	8835	442	2	457	15	72	9292	457
.....	.....	.....	2	295	22	119	16002	718	1	240	7	120	16242	725
38	3382	313	117	12444	1059	180	25256	1456	38	3382	313	218	28638	1769
.....	.....	.....	.....	.....	.....	23	3184	137	.....	.....	.....	23	3184	137
.....	.....	.....	2	262	12	50	1912	213	.....	.....	.....	50	1912	213
5	816	52	17	2543	168	17	2290	149	5	816	52	22	3106	201
.....	.....	.....	.....	.....	.....	3	659	31	5	871	45	8	1530	76
.....	.....	.....	1	128	5	7	1121	49	1	399	10	8	1520	59
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	117	5	1	117	5
.....	.....	.....	1	134	32	1	134	32	.....	.....	.....	1	134	32
43	4198	365	145	16910	1336	1142	144760	7308	62	7544	505	1204	152304	7813

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.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	52	9268	410	1	187	6	53	9455	416	1	85	5
Harbor Grace	11	1668	81	.....	.....	.....	11	1668	81	.....	.....	.....
Carbonear	1	96	5	.....	.....	.....	1	96	5	.....	.....	.....
Greenspond	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	450	12
Twillingate	5	507	30	.....	.....	.....	5	507	30	.....	.....	.....
Bett's Cove & Tilt Cove	36	8673	275	.....	.....	.....	36	8673	275	1	247	9
Harbor Breton	1	143	12	.....	.....	.....	1	143	12	.....	.....	.....
LaPoile	2	321	17	.....	.....	.....	2	321	17	.....	.....	.....
	108	20676	830	1	187	6	109	20863	836	3	782	26

CUSTOMS' RETURNS.

Vessels cleared outwards 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	85	5	53	9353	415	1	187	6	54	9540	421
.....	.....	.....	.....	.....	.....	11	1668	81	.....	.....	.....	11	1668	81
.....	.....	.....	.....	.....	.....	1	96	5	.....	.....	.....	1	96	5
.....	.....	.....	1	450	12	1	450	12	.....	.....	.....	1	450	12
.....	.....	.....	.....	.....	.....	5	507	30	.....	.....	.....	5	507	30
.....	.....	.....	1	247	9	37	8920	284	.....	.....	.....	37	8920	284
.....	.....	.....	.....	.....	.....	1	143	12	.....	.....	.....	1	143	12
.....	.....	.....	.....	.....	.....	2	321	17	.....	.....	.....	1	321	17
.....	.....	.....	3	782	26	111	21458	856	1	187	6	112	21645	862

CUSTOMS' RETURNS.

No. 3.—(Continued.)

BRITISH

Ports from which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	53	7992	379	313	43910	1918	366	51902	2297	2	486	18
Harbor Grace	9	1010	58	32	4089	193	41	5099	251	.....	.....	.....
Carbonear	.....	.....	.....	9	1022	60	9	1022	60	.....	.....	.....
Brigus	1	51	5	7	781	46	8	832	51	.....	.....	.....
Catalina	1	95	7	.....	.....	.....	1	95	7	.....	.....	.....
Trinity	.....	.....	.....	2	276	14	2	276	14	.....	.....	.....
Greenspond	.....	.....	.....	1	74	5	1	74	5	.....	.....	.....
Betts Cove & Tilt Cove	.....	.....	.....	1	116	6	1	116	6	.....	.....	.....
Twillingate	.....	.....	.....	2	252	13	2	252	13	.....	.....	.....
Fogo	.....	.....	.....	2	156	11	2	156	11	.....	.....	.....
Pushthrough	1	39	5	.....	.....	.....	1	39	5	.....	.....	.....
Burin	1	50	5	8	849	47	9	899	52	.....	.....	.....
Lamaline	.....	.....	.....	1	47	5	1	47	5	.....	.....	.....
Harbor Breton	2	165	10	9	489	41	11	654	51	.....	.....	.....
Fortune	5	194	26	5	166	24	10	360	50	.....	.....	.....
Gaultois	.....	.....	.....	8	596	40	8	596	40	.....	.....	.....
Burgeo	3	158	18	7	646	43	10	804	61	.....	.....	.....
La Poile	8	820	51	8	840	50	16	1660	101	.....	.....	.....
Grand Bank	6	366	34	.....	.....	.....	6	366	34	.....	.....	.....
Channel	22	886	106	17	1466	138	39	2352	244	.....	.....	.....
	112	11826	704	432	55775	2654	544	67601	3358	2	486	18

CUSTOMS' RETURNS.

No. 3.—(Continued.)

POSSESSIONS.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
7	1596	60	9	2082	78	55	8478	397	320	45506	1978	375	53984	2375
.....	.....	.....	.....	.....	.....	9	1010	58	32	4089	193	41	5099	251
.....	.....	.....	.....	.....	.....	.....	.....	.....	9	1022	60	9	1022	60
.....	.....	.....	.....	.....	.....	1	51	5	7	781	46	8	832	51
.....	.....	.....	.....	.....	.....	1	95	7	.....	.....	.....	1	95	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	276	14	2	276	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	74	5	1	74	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	116	6	1	116	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	252	13	2	252	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	156	11	2	156	11
.....	.....	.....	.....	.....	.....	1	39	5	.....	.....	.....	1	39	5
.....	.....	.....	.....	.....	.....	1	50	5	8	849	47	9	899	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	47	5	1	47	5
.....	.....	.....	.....	.....	.....	2	165	10	9	489	41	11	654	51
.....	.....	.....	.....	.....	.....	5	194	26	5	166	24	10	360	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	8	596	40	8	596	40
.....	.....	.....	.....	.....	.....	3	158	18	7	646	43	10	804	61
.....	.....	.....	.....	.....	.....	8	820	51	8	840	50	16	1660	101
.....	.....	.....	.....	.....	.....	6	366	34	.....	.....	.....	6	366	34
.....	.....	.....	.....	.....	.....	22	886	106	17	1466	138	39	2352	244
7	1596	60	9	2082	78	114	12312	722	439	57371	2714	553	69683	3436

CUSTOMS' RETURNS.

No. 3.—(Continued.)

UNITED

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's..... ..	7	691	62	2	344	12	9	1035	74	46	3869	528
Carbonear.....	1	134	8	.....	.....	.....	1	134	8	.....	.....	.....
LaPoile.....	1	64	6	.....	.....	.....	1	64	6	.....	.....	.....
Saint Jacques.....	1	171	7	.....	.....	.....	1	171	7	23	2193	151
Harbor Breton...	1	109	5	.....	.....	.....	1	109	5	.....	.....	.....
Pushthrough.....	1	39	5	.....	.....	.....	1	39	5	1	101	7
	12	1208	93	2	344	12	14	1552	105	70	6163	686

CUSTOMS' RETURNS.

No. 3.—(Continued.)

STATES.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargo.			In Ballast.			Total.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
6	1120	57	52	4989	585	53	4560	590	8	1464	69	61	6024	659
.....	.....	.....	.....	.....	.....	1	134	8	.....	.....	.....	1	134	8
.....	.....	.....	.....	.....	.....	1	64	6	.....	.....	.....	1	64	6
13	1143	92	36	3336	243	24	2364	158	13	1143	92	37	5507	250
.....	.....	.....	.....	.....	.....	1	109	5	.....	.....	.....	1	109	5
.....	.....	.....	1	101	7	2	140	12	.....	.....	.....	2	140	12
19	2263	149	89	8426	835	82	7371	779	21	2607	161	103	9978	940

CUSTOMS' RETURNS.

No. 3.—(Continued.)

PORTUGAL.

Ports at which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	27	3630	119	.....	.....	.....	27	3630	199	1	89	8
Harbor Grace	2	299	15	.....	.....	.....	2	299	15	.....	.....	.....
Catalina	3	324	17	.....	.....	.....	3	324	17	.....	.....	.....
Greenspond	1	119	6	.....	.....	.....	1	119	6	.....	.....	.....
Twillingate	4	499	27	.....	.....	.....	4	499	27	.....	.....	.....
Fogo	2	143	10	.....	.....	.....	2	143	10	.....	.....	.....
Trepassey	2	178	9	.....	.....	.....	2	178	9	.....	.....	.....
Little Placentia	1	118	7	.....	.....	.....	1	118	7	.....	.....	.....
Pushthrough	1	104	7	.....	.....	.....	1	104	7	.....	.....	.....
Burin	1	148	7	.....	.....	.....	1	148	7	.....	.....	.....
Harbor Breton	2	440	22	.....	.....	.....	2	440	22	.....	.....	.....
Gaultois	2	346	20	.....	.....	.....	2	346	20	.....	.....	.....
La Poile	3	330	20	.....	.....	.....	3	330	20	.....	.....	.....
	51	6678	366	.....	.....	.....	51	6678	366	1	89	8

CUSTOMS' RETURNS.

No. 3—(Continued).

PORTUGAL.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargo.			In Ballast.			Total.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	1	89	8	28	3719	207	.....	.....	.....	28	3719	207
.....	.....	.....	.....	.....	.....	2	299	15	.....	.....	.....	2	299	15
.....	.....	.....	.....	.....	.....	9	324	17	.....	.....	.....	3	324	17
.....	.....	.....	.....	.....	.....	1	119	6	.....	.....	.....	1	119	6
.....	.....	.....	.....	.....	.....	4	499	27	.....	.....	.....	4	499	27
.....	.....	.....	.....	.....	.....	2	143	10	.....	.....	.....	2	143	10
.....	.....	.....	.....	.....	.....	2	178	9	.....	.....	.....	2	178	9
.....	.....	.....	.....	.....	.....	1	118	7	.....	.....	.....	1	118	7
.....	.....	.....	.....	.....	.....	1	104	7	.....	.....	.....	1	104	7
.....	.....	.....	.....	.....	.....	1	148	7	.....	.....	.....	1	148	7
.....	.....	.....	.....	.....	.....	2	440	22	.....	.....	.....	2	440	22
.....	.....	.....	.....	.....	.....	2	346	20	.....	.....	.....	2	346	20
.....	.....	.....	.....	.....	.....	3	330	20	.....	.....	.....	3	330	20
.....	.....	.....	1	89	8	52	6767	374	.....	.....	.....	52	152304	374

CUSTOMS' RETURNS.

No. 3.—(Continued.)

SPAIN.

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	38	5311	274	.....	.....	.....	38	5311	274	13	1682	147
Carbonear.....	1	142	4	.....	.....	.....	1	142	4	.....	.....	.....
Greenspond.....	1	97	5	.....	.....	.....	1	97	5	.....	.....	.....
	40	5550	283	.....	.....	.....	40	5550	283	13	1682	147

CUSTOMS' RETURNS.

No. 3.—(Continued.)

SPAIN.

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	38	5311	274	.....	.....	.....	38	5311	274	13	1682	147
Carbonear.....	1	142	4	.....	.....	.....	1	142	4	.....	.....	.....
Greenspond.....	1	97	5	.....	.....	.....	1	97	5	.....	.....	.....
	40	5550	283	.....	.....	.....	40	5550	283	13	1682	147

CUSTOMS' RETURNS.

No. 3.—(Continued.)

ITALY.

Ports at which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	8	852	47	.....	.....	.....	8	852	47	.....	.....	.....
Harbor Grace	1	189	9	.....	.....	.....	1	189	9	.....	.....	.....
Catalina	5	510	28	.....	.....	.....	5	510	28	.....	.....	.....
Trinity	4	479	26	.....	.....	.....	4	479	26	.....	.....	.....
Greenspond	1	97	6	.....	.....	.....	1	97	6	.....	.....	.....
Twillingate	1	135	8	.....	.....	.....	1	135	8	.....	.....	.....
Fogo	2	196	10	.....	.....	.....	2	196	10	.....	.....	.....
	22	2458	134	.....	.....	.....	22	2458	134	.....	.....	.....

CUSTOMS' RETURNS.

No. 3.—(Continued.)

ITALY.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	.....	.....	.....	8	852	47	.....	.....	.....	8	852	47
.....	.....	.....	.....	.....	.....	1	189	9	.....	.....	.....	1	189	9
.....	.....	.....	.....	.....	.....	5	510	28	.....	.....	.....	5	510	28
.....	.....	.....	.....	.....	.....	4	479	26	.....	.....	.....	4	479	26
.....	.....	.....	.....	.....	.....	1	97	6	.....	.....	.....	1	97	6
.....	.....	.....	.....	.....	.....	1	135	8	.....	.....	.....	1	135	8
.....	.....	.....	.....	.....	.....	2	196	10	.....	.....	.....	2	196	10
.....	.....	.....	.....	.....	.....	24	2458	134	.....	.....	.....	24	2458	134

CUSTOMS' RETURNS.

No. 3.—(Continued.)

BRAZIL.

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	56	11327	518	.....	.....	.....	56	11327	518	4	773	47
Harbor Grace	4	747	38	.....	.....	.....	4	747	38	.....	.....	.....
Burin	1	140	7	.....	.....	.....	1	140	7	.....	.....	.....
Harbor Breton	2	423	22	.....	.....	.....	2	423	22	.....	.....	.....
Gaultois	1	161	10	.....	.....	.....	1	161	10	.....	.....	.....
Burgeo	2	296	15	.....	.....	.....	2	296	15	.....	.....	.....
	66	13094	610	.....	.....	.....	66	13094	610	4	773	47

FRANCE.

St. John's	1	106	7	.....	.....	.....	1	106	7	.....	.....	.....
Bett's Cove & Tilt Cove	1	192	7	.....	.....	.....	1	192	7	.....	.....	.....
	2	298	14	.....	.....	.....	2	298	14	.....	.....	.....

CUSTOMS' RETURNS.

No. 3.—(Continued.)

BRAZIL.

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	773	47	60	12100	565	.....	.....	.....	60	12100	565
.....	.....	.....	.....	.....	.....	4	774	38	.....	.....	.....	4	774	38
.....	.....	.....	.....	.....	.....	1	140	7	.....	.....	.....	1	140	7
.....	.....	.....	.....	.....	.....	2	423	22	.....	.....	.....	2	423	22
.....	.....	.....	.....	.....	.....	1	161	10	.....	.....	.....	1	161	10
.....	.....	.....	.....	.....	.....	2	296	15	.....	.....	.....	2	296	15
.....	.....	.....	4	773	47	70	13867	657	.....	.....	.....	70	13867	657

FRANCE.

.....	.....	.....	.....	.....	.....	1	106	7	.....	.....	.....	1	106	7
.....	.....	.....	.....	.....	.....	1	192	7	.....	.....	.....	1	192	7
.....	.....	.....	.....	.....	.....	2	298	14	.....	.....	.....	2	298	14

CUSTOMS' RETURNS,

No. 3.—(Continued.)

FRENCH

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Grand Bank.....	19	636	77	.....	.....	.....	19	636	77	.....	.....	.....
Harbor Breton ...	1	56	5	.....	.....	.....	1	56	5	.....	.....	.....
	20	692	82	.....	.....	.....	20	692	82	.....	.....	.....

SPANISH

St. John's.....	6	815	46	.....	.....	.....	6	815	46	.....	.....	.....

HANSEATIC

St. John's.....	2	292	14	.....	.....	.....	2	292	14	3	452	21

CUSTOMS' RETURNS.

No. 3—(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.
.....	.....	.....	.....	.....	.....	19	636	82	.....	.....	.....	19	636	77
.....	.....	.....	.....	.....	.....	1	56	5	.....	.....	.....	1	56	5
.....	.....	.....	.....	.....	.....	20	692	82	.....	.....	.....	20	692	82

WEST INDIES.

.....	.....	.....	.....	.....	.....	6	815	46	.....	.....	.....	6	815	46

TOWNS.

.....	.....	.....	8	452	21	5	744	65	.....	.....	.....	5	744	35

CUSTOMS' RETURNS.

No. 3.—(Continued.)

CUMBERLAND

Ports at which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SWEDEN.

St. Jacques	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	530	9
	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	530	9

CUSTOMS' RETURNS.

No. 3.—(Continued.)

INLET.

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	134	32	1	134	32	.....	.....	.....	1	134	32	1	134	32
1	134	32	1	134	32	.....	.....	.....	1	134	32	1	134	32

SWEDEN.

.....	.....	.....	1	530	9	1	530	9	.....	.....	.....	1	530	9
.....	.....	.....	1	530	9	1	530	9	.....	.....	.....	1	530	9

CUSTOMS' RETURNS.

No. 4.—Total Number, Tonnage and Crews of Vessels cleared at

Place for which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom.	108	20676	830	1	187	6	109	20863	836	8	782	26
Brit. Possessions	112	11826	704	432	55775	2654	544	67601	3358	2	486	18
United States.....	12	1208	93	2	344	12	14	1552	105	70	6163	686
Portugal	51	6678	366	.....	.....	.....	51	6678	366	1	89	8
Spain	40	5550	283	.....	.....	.....	40	5550	283	13	1682	147
Italy	22	2458	134	.....	.....	.....	22	2458	134	.....	.....	.....
Brazil	66	13094	610	.....	.....	.....	66	13094	610	4	773	47
France.....	2	298	14	.....	.....	.....	2	298	14	.....	.....	.....
French Colonies..	20	692	82	.....	.....	.....	20	692	82	.....	.....	.....
Spanish W. Indies	6	815	46	.....	.....	.....	6	815	46	.....	.....	.....
Hanseatic Towns	2	292	14	.....	.....	.....	2	292	14	3	452	21
Sweden.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	530	9
Cumberland Inlet	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	441	63587	3176	435	56306	2672	876	119893	5848	97	10957	962

CUSTOMS' RETURNS.

all Ports in Newfoundland, for each Country, in the year 1876.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	3	782	26	111	21458	856	1	187	6	112	21645	862
7	1596	60	9	2082	78	114	12312	722	439	57371	2714	553	69683	3436
19	2263	149	89	8426	835	82	7371	779	21	2607	161	103	9978	940
.....	.....	.....	1	89	8	52	6767	374	.....	.....	.....	52	6767	374
.....	.....	.....	13	1682	147	53	7232	430	.....	.....	.....	53	7232	430
.....	.....	.....	.....	.....	.....	22	2458	134	.....	.....	.....	22	2458	134
.....	.....	.....	4	773	47	70	13867	657	.....	.....	.....	70	13867	657
.....	.....	.....	.....	.....	.....	2	298	14	.....	.....	.....	2	298	14
.....	.....	.....	.....	.....	.....	20	692	82	.....	.....	.....	20	692	82
.....	.....	.....	.....	.....	.....	6	815	46	.....	.....	.....	6	815	46
.....	.....	.....	3	452	21	5	744	35	.....	.....	.....	5	744	35
.....	.....	.....	1	530	9	1	530	9	.....	.....	.....	1	530	9
1	134	32	1	134	32	.....	.....	.....	1	134	32	1	134	32
27	3993	241	124	14950	1203	538	74544	4138	462	60299	2913	1000	134843	7051

CUSTOMS' RETURNS.

No. 5—Total Number, Tonnage and Crews of Vessels entered at

Ports at which entered.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	678	98346	4298	12	1779	81	690	100125	4379	85	10197	849
Harbor Grace	76	10175	465	2	395	19	78	10570	484	1	121	10
Carbonear	21	2293	119	.....	.....	.....	21	2293	119	.....	.....	.....
Brigus	11	1150	91	.....	.....	.....	11	1150	91	.....	.....	.....
Trinity	6	831	43	.....	.....	.....	6	831	43	.....	.....	.....
Greenspond	3	268	16	.....	.....	.....	3	268	16	1	450	12
Fogo	8	909	46	.....	.....	.....	8	909	46	.....	.....	.....
Twillingate	9	1124	61	.....	.....	.....	9	1124	61	.....	.....	.....
Tilt Cove & Bett's Cove	17	4381	129	4	1096	32	21	5477	161	.....	.....	.....
Burin	26	1754	124	.....	.....	.....	26	1754	124	.....	.....	.....
Lamaline	23	760	104	.....	.....	.....	23	760	104	.....	.....	.....
Pushthrough	12	302	48	.....	.....	.....	12	302	48	.....	.....	.....
Gaultois	11	1041	62	.....	.....	.....	11	1041	62	.....	.....	.....
Harbor Breton	33	1900	145	.....	.....	.....	23	1900	145	5	461	31
Saint Jacques	6	369	31	.....	.....	.....	6	369	31	10	1483	69
Burgeo	19	1549	108	.....	.....	.....	19	1549	108	.....	.....	.....
LaPoile	22	2168	131	.....	.....	.....	22	2168	131	.....	.....	.....
Fortune	24	777	120	.....	.....	.....	24	777	120	.....	.....	.....
Grand Bank	9	358	35	1	76	8	10	434	43	.....	.....	.....
Channel	36	1593	161	.....	.....	.....	36	1593	161	.....	.....	.....
	1040	132048	6337	19	3346	140	1059	135394	6477	102	12712	971

CUSTOMS' RETURNS.

each Port in Newfoundland from all Countries, in the year 1876.

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	1018	73	92	11215	922	763	108543	5147	19	2797	154	782	111340	5301
1	93	14	2	214	24	77	10296	475	3	488	33	80	10784	508
.....	.....	.....	.....	.....	.....	21	2293	119	.....	.....	.....	21	2293	119
.....	.....	.....	.....	.....	.....	11	1150	91	.....	.....	.....	11	1150	91
.....	.....	.....	.....	.....	.....	6	831	43	.....	.....	.....	6	831	43
.....	.....	.....	1	450	12	4	718	28	.....	.....	.....	4	718	28
.....	.....	.....	.....	.....	.....	8	909	46	.....	.....	.....	8	909	46
.....	.....	.....	.....	.....	.....	9	1124	61	.....	.....	.....	9	1124	61
.....	.....	.....	.....	.....	.....	17	4381	129	4	1096	32	21	5477	161
.....	.....	.....	.....	.....	.....	26	1754	124	.....	.....	.....	26	1754	125
.....	.....	.....	.....	.....	.....	23	760	104	.....	.....	.....	23	760	104
.....	.....	.....	.....	.....	.....	12	302	48	.....	.....	.....	12	302	48
.....	.....	.....	.....	.....	.....	11	1041	62	.....	.....	.....	11	1041	62
.....	.....	.....	5	461	31	28	2361	176	.....	.....	.....	28	2361	176
29	2649	198	39	4132	267	16	1852	100	29	2649	198	45	4501	298
.....	.....	.....	.....	.....	.....	19	1549	108	.....	.....	.....	19	1549	108
.....	.....	.....	.....	.....	.....	22	2168	131	.....	.....	.....	22	2168	131
.....	.....	.....	.....	.....	.....	24	777	120	.....	.....	.....	24	777	120
6	438	80	6	438	80	9	358	35	7	514	88	16	872	123
.....	.....	.....	.....	.....	.....	36	1593	161	.....	.....	.....	36	1593	161
43	4198	365	145	16910	1336	1142	144760	7308	62	7544	505	1204	152304	7813

CUSTOMS' RETURNS.

No. 6.—Total Number, Tonnage and Crews of Vessels cleared at

Ports at which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	250	40284	1956	316	44441	1936	566	84725	3892	70	7430	774
Harbor Grace	27	3913	201	32	4089	193	59	8002	394	.....	.....	.....
Carbonear	3	372	17	9	1022	60	12	1394	77	.....	.....	.....
Brigus	1	51	5	7	781	46	8	832	51	.....	.....	.....
Trinity	4	479	26	2	276	14	6	755	40	.....	.....	.....
Greenspond	3	313	17	1	74	5	4	387	22	1	450	12
Fogo	4	339	20	2	156	11	6	495	31	.....	.....	.....
Twillingate	10	1141	65	2	252	13	12	1393	78	.....	.....	.....
Betts Cove & Tilt Cove	37	8865	282	1	116	6	38	8981	288	1	247	9
Catalina	9	929	52	.....	.....	.....	9	929	52	.....	.....	.....
Trepassey	2	178	9	.....	.....	.....	2	178	9	.....	.....	.....
Little Placentia	1	118	7	.....	.....	.....	1	118	7	.....	.....	.....
Pushthrough	3	182	17	.....	.....	.....	3	182	17	1	101	7
Burin	3	338	19	8	849	47	11	1187	66	.....	.....	.....
Lamaline	.....	.....	.....	1	47	5	1	4	5	.....	.....	.....
Harbor Breton	9	1336	76	9	489	41	18	1824	117	.....	.....	.....
Gaultois	3	507	30	8	596	40	11	1103	70	.....	.....	.....
St. Jacques	1	171	7	.....	.....	.....	1	171	7	24	2725	160
Fortune	5	194	26	5	166	24	10	360	50	.....	.....	.....
Grand Bank	25	1002	111	.....	.....	.....	25	1002	111	.....	.....	.....
LaPoile	14	1585	94	8	840	50	22	2375	144	.....	.....	.....
Burgeo	5	454	33	7	646	43	12	1100	76	.....	.....	.....
Channel	22	886	106	17	1466	138	39	2352	244	.....	.....	.....
	441	63587	3176	435	56306	2672	876	119893	5848	97	10957	962

CUSTOMS' RETURNS.

each Port in Newfoundland for all Countries, in the year 1876.

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	2850	149	84	10286	928	320	47720	2730	330	47291	2085	650	95011	4815
.....	.....	.....	.....	.....	.....	27	3913	201	32	4089	193	59	8002	394
.....	.....	.....	.....	.....	.....	3	372	17	9	1022	60	12	1394	77
.....	.....	.....	.....	.....	.....	1	51	5	7	781	46	8	832	51
.....	.....	.....	.....	.....	.....	4	479	26	2	276	14	6	755	40
.....	.....	.....	1	450	12	4	763	29	1	74	5	5	837	34
.....	.....	.....	.....	.....	.....	4	339	20	2	156	11	6	495	31
.....	.....	.....	.....	.....	.....	10	1141	65	2	252	13	12	1393	78
.....	.....	.....	1	247	9	38	9112	291	1	116	6	39	9228	297
.....	.....	.....	.....	.....	.....	9	929	52	.....	.....	.....	9	929	52
.....	.....	.....	.....	.....	.....	2	178	9	.....	.....	.....	2	178	9
.....	.....	.....	.....	.....	.....	1	118	7	.....	.....	.....	1	118	7
.....	.....	.....	1	101	7	4	283	24	.....	.....	.....	4	283	24
.....	.....	.....	.....	.....	.....	3	338	19	8	849	47	11	1187	66
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	47	5	1	47	5
.....	.....	.....	.....	.....	.....	9	1336	76	9	489	41	18	1825	117
.....	.....	.....	.....	.....	.....	3	507	30	8	596	40	11	1103	70
13	1149	92	37	3866	252	25	2894	167	13	1143	92	38	4037	259
.....	.....	.....	.....	.....	.....	5	194	26	5	166	24	10	360	50
.....	.....	.....	.....	.....	.....	25	1002	111	.....	.....	.....	25	1002	111
.....	.....	.....	.....	.....	.....	14	1535	94	8	840	50	22	2375	144
.....	.....	.....	.....	.....	.....	5	454	33	7	646	43	12	1100	76
.....	.....	.....	.....	.....	.....	22	886	106	17	1466	138	39	2352	244
27	3993	241	124	14950	1203	538	74544	4138	462	60299	2913	1000	134843	7051

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Vessels of each Nation entered at Ports in Newfoundland, in the year 1876.

Nationality of Vessels.	With Cargo			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom	323	51165	2211	10	1966	71	333	53131	2282
British Possessions	715	80821	4097	7	1118	57	722	81939	4154
United States	85	9639	823	39	3514	316	124	13153	1139
Spain	14	2022	138	6	946	61	20	2968	199
Portugal	1	89	8	.....	.....	.....	1	89	8
Hanseatic Towns	1	128	5	.....	.....	.....	1	128	5
France	1	219	6	.....	.....	.....	1	219	6
Sweden	1	227	8	.....	.....	.....	1	227	8
Norway	1	450	12	.....	.....	.....	1	450	12
	1142	144760	7308	62	7544	505	1204	152304	7813

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Vessels of each Nation cleared at Ports in Newfoundland, in the year 1876.

Nationality of Vessels.	With Cargo.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom	211	35764	1620	27	4897	204	238	40661	1822
British Possessions	231	27823	1556	408	51409	2468	639	79232	4024
United States	72	6979	702	27	3993	241	99	10972	943
Hanseatic Towns	2	318	16	.....	.....	.....	2	318	16
Spain	19	2902	214	.....	.....	.....	19	2902	214
France	1	219	10	.....	.....	.....	1	219	10
Norway	1	450	12	.....	.....	.....	1	450	12
Portugal	1	89	8	.....	.....	.....	1	89	8
	538	74544	4138	462	60299	2913	1000	134843	7051

CUSTOMS' RETURNS.

No. 7.—AN ACCOUNT of the Number, Tonnage and Crews of Country in the Year 1876, distinguishing those with Cargo

UNITED

Ports at which arrived.	BRITISH. With Cargo. Vessels.	Tons.	Crews.	In Ballast. Vessels.	Tons.	Crews.	Total. Vessels.	Tons.	Crews.	With Cargo. Vessels.	Tons.	Crews.
St. John's	25	42013	1940	1	859	21	26	42872	1961	.....	.....	.....
Tilt Cove & Bett's Cove	2	1398	45	.....	.....	.....	2	1398	45	.....	.....	.....
	27	43411	1985	1	859	21	28	44270	2006	.....	.....	.....

BRITISH

St. John's	50	48751	2447	.....	.....	.....	50	48751	2447	16	15687	398
Harbor Grace	5	1469	76	.....	.....	.....	5	1469	76	.....	.....	.....
Harbor Breton	2	110	19	.....	.....	.....	2	110	19	.....	.....	.....
	57	50330	2542	.....	.....	.....	57	50330	2542	16	15687	398

CUSTOMS' RETURNS.

Steamers 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.
.....	.....	.....	.....	.....	.....	25	42013	1940	1	859	21	26	42872	1961
.....	.....	.....	.....	.....	.....	2	1398	45	.....	.....	.....	2	1398	45
.....	.....	.....	.....	.....	.....	27	43411	1985	1	859	21	28	44270	2006

POSSESSIONS.

.....	.....	.....	16	15687	398	66	64438	2845	.....	.....	.....	66	64438	2845
.....	.....	.....	.....	.....	.....	5	1469	76	.....	.....	.....	5	1469	76
.....	.....	.....	.....	.....	.....	2	110	19	.....	.....	.....	2	110	19
.....	.....	.....	16	15687	398	73	66017	2940	.....	.....	.....	73	66017	2940

CUSTOMS' RETURNS.

No. 7.—(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.
St. John's.....	2	790	36	.....	.....	.....	2	790	36	10	10957	289
Harbor Grace.....	2	567	29	.....	.....	.....	2	567	29	.....	.....	.....
	4	1357	65	.....	.....	.....	4	1357	65	10	10957	289

FRENCH

St. John's.....	13	2036	220	2	1518	102	15	3554	322	.....	.....	.....
	13	2036	220	2	1518	102	15	3554	322	.....	.....	.....

CUSTOMS' RETURNS.

No. 7.—(Continued.)

STATES.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	10	10957	289	12	11747	325	.....	.....	.....	12	11747	325
.....	.....	.....	.....	.....	.....	2	567	29	.....	.....	.....	2	567	29
.....	.....	.....	10	10957	289	14	12314	354	.....	.....	.....	14	12314	354

COLONIES.

.....	.....	.....	.....	.....	.....	13	2036	220	2	1518	102	15	3554	322
.....	.....	.....	.....	.....	.....	13	2036	220	2	1518	102	15	3554	322

CUSTOMS' RETURNS.

No. 7.—(Continued.)

HANSEATIC

Ports at which arrived.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	540	31
	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	540	31

FRANCE.

St. John's	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2500	130
	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2500	130

CUSTOMS' RETURNS.

No. 7.—(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.
.....	.....	.....	2	540	31	2	540	31	.....	.....	.....	2	540	31
.....	.....	.....	2	540	31	2	540	31	.....	.....	.....	2	540	31

FRANCE.

.....	.....	.....	1	2500	130	1	2500	130	.....	.....	.....	1	2500	130
.....	.....	.....	1	2500	130	1	2500	130	.....	.....	.....	1	2500	130

CUSTOMS' RETURNS.

No. 8.—Total Number, Tonnage and Crews of Steamers entered

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.	27	43411	1985	1	859	21	28	44270	2006	.....	.....	.....
Brit. Possessions.	57	50330	2542	.....	.....	.....	57	50330	2542	16	15689	398
United States.....	4	1357	65	.....	.....	.....	4	1357	65	10	10957	289
French Colonies.	13	2036	220	2	1518	102	15	3554	322	.....	.....	.....
Hanseatic Towns	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	540	31
France	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2500	130
	101	97134	4812	3	2377	123	104	99511	4935	29	29684	848

CUSTOMS' RETURNS.

at all Ports in Newfoundland, for each Country, in the year 1876.

FOREIGN.						TOTAL.								
BALLAST.			TOTAL.			WITH CARGO.			IN BALLAST.			TOTAL.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	.....	.....	.....	27	43411	1985	1	859	21	28	44270	2006
.....	.....	.....	16	15689	398	73	66017	2940	.....	.....	.....	73	66017	2940
.....	.....	.....	10	10957	298	14	12314	354	.....	.....	.....	14	12314	354
.....	.....	.....	.....	.....	.....	13	2036	220	2	1518	102	15	3554	322
.....	.....	.....	2	540	31	.....	.....	.....	.....	.....	.....	2	540	31
.....	.....	.....	1	2500	130	.....	.....	.....	.....	.....	.....	1	2500	130
.....	.....	.....	29	29684	848	130	126818	5660	3	2377	123	133	129195	5783

CUSTOMS' RETURNS.

No. 9.—AN ACCOUNT of the Number, Tonnage and Crews of Country in the Year 1876, distinguishing those with Cargo

UNITED

Ports at which cleared.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	20	34028	163	2	3442	180	22	37470	1819	.....	.....	.....
Tilt Cove & Bett's Cove	4	2336	86	.....	.....	.....	4	2336	86	.....	.....	.....
	24	36364	1725	2	3442	180	26	39806	1905	.....	.....	.....

BRITISH

St. John's	22	30033	1466	28	19806	937	50	49839	2403	14	12853	337
Harbor Grace	.....	.....	.....	3	889	49	3	889	49	.....	.....	.....
Harbor Breton	.....	.....	.....	3	165	30	3	165	30	.....	.....	.....
	22	30033	1466	34	20860	1016	56	50893	2482	14	12853	337

CUSTOMS' RETURNS.

No. 9.—(Continued.)

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.
.....	.....	.....	.....	.....	.....	20	34028	1639	2	3442	180	22	37470	1819
.....	.....	.....	.....	.....	.....	4	2336	86	.....	.....	.....	4	2336	86
.....	.....	.....	.....	.....	.....	24	36364	1725	2	3442	180	26	39806	1905

POSSESSIONS.

9	8861	210	23	21714	547	36	42886	1803	37	28667	1147	73	71553	2950
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	889	49	3	889	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	165	30	3	165	30
9	8861	210	23	21714	547	36	42886	1803	43	29721	1226	79	72607	3029

CUSTOMS' RETURNS.

No. 9—(Continued).

UNITED

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	2	3579	118	.....	.....	.....	2	3579	118	1	2500	130
	2	3579	118	.....	.....	.....	2	3579	118	1	2500	130

FRENCH

St. John's	.....	.....	.....	1	1350	85	1	1350	85	.....	.....	.....
	.....	.....	.....	1	1350	85	1	1350	85	.....	.....	.....

HANSEATIC

St. John's	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2100	64
	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2100	64

CUSTOMS' RETURNS.

No. 9.—(Continued.)

STATES.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargo.			In Ballast.			Total.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
.....	.....	.....	1	2500	130	3	6079	248	.....	.....	.....	3	6079	248
.....	.....	.....	1	2500	130	3	6079	248	.....	.....	.....	3	6079	248

COLONIES.

.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1350	85	1	1350	85
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1350	85	1	1350	85

TOWNS.

.....	.....	.....	1	2100	64	1	2100	64	.....	.....	.....	1	2100	64
.....	.....	.....	1	2100	64	1	2100	64	.....	.....	.....	1	2100	64

CUSTOMS' RETURNS.

No. 10—Total Number, Tonnage and Crews of Steamers cleared

Places for which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom	24	36964	1725	2	3442	180	26	39806	1905	.....	.....	.....
Brit. Possessions	22	30033	1466	34	20860	1016	56	50893	2482	14	12853	537
United States....	2	3579	118	.....	.....	.....	2	3579	118	1	2500	130
French Colonies..	.....	.....	.....	1	1350	85	1	1350	85	.....	.....	.....
Hanseatic Towns	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2100	64
	48	69976	3309	37	25652	1281	85	95628	4590	16	17453	531

CUSTOMS' RETURNS.

at all Ports in Newfoundland, for each Country, in the year 1876.

FOREIGN.						TOTAL.								
In Ballast.			Total.			With Cargo.			In Ballast.			Total.		
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Vessels.
.....	.....	.....	.....	.....	.....	24	36364	1725	2	3442	180	26	39806	1905
9	8861	210	25	21714	547	36	42886	1803	43	29721	1226	79	72607	3029
.....	.....	.....	1	2500	130	3	6079	248	.....	.....	.....	3	6079	248
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1350	85	1	1350	85
.....	.....	.....	1	2100	64	1	2100	64	.....	.....	.....	1	2100	64
9	8861	210	25	26814	741	64	87429	3840	46	34513	1491	110	121942	5331

CUSTOMS' RETURNS.

No. 11.—Total Number, Tonnage and Crews of Steamers entered at

Ports at which entered.	BRITISH											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's.....	90	93590	4643	3	2377	123	93	95967	4766	29	29684	848
Harbor Grace.....	7	2036	105	.....	.....	.....	7	2036	105	.....	.....	.....
Tilt Cove & Bett's Cove	2	1398	45	.....	.....	.....	2	1398	45	.....	.....	.....
Harbor Breton ...	2	110	19	.....	.....	.....	2	110	19	.....	.....	.....
	101	97134	4812	3	2377	123	104	99511	4935	29	29684	848

CUSTOMS' RETURNS.

each Port in Newfoundland, from all Countries in the year 1876.

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.
.....	.....	.....	29	29684	848	119	123274	5491	3	2377	123	122	125651	5614
.....	.....	.....	.....	.....	.....	7	2036	105	.....	.....	.....	7	2036	105
.....	.....	.....	.....	.....	.....	2	1398	45	.....	.....	.....	2	1398	45
.....	.....	.....	.....	.....	.....	2	110	19	.....	.....	.....	2	110	19
.....	.....	.....	29	29684	848	130	126818	5660	3	2377	123	133	129195	5783

CUSTOMS' RETURNS.

No. 12.—Total Number, Tonnage and Crews of Steamers cleared

Ports at which cleared.	BRITISH.											
	With Cargo.			In Ballast.			Total.			With Cargo.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
St. John's	44	67640	3223	31	24598	1202	75	92238	4425	16	17453	531
Harbor Grace	.....	.....	.....	3	889	49	3	889	49	.....	.....	.....
Tilt Cove & Bett's Cove	4	2336	86	.....	.....	.....	4	2336	86	.....	.....	.....
Harbor Breton	.....	.....	.....	3	165	30	3	165	30	.....	.....	.....
	48	69976	3309	37	25652	1281	85	95628	4590	16	17453	531

CUSTOMS' RETURNS.

at each Port in Newfoundland from all Countries, in the year 1876.

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	8861	210	25	26314	741	60	85093	3754	40	33459	1412	100	118552	5166
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	889	49	3	889	49
.....	.....	.....	.....	.....	.....	4	2336	86	.....	.....	.....	4	2336	86
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	165	30	3	165	30
9	8861	210	25	26314	741	64	87429	3840	46	34513	1491	110	121942	5331

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Steamers of each Nation entered at Ports in Newfoundland, in the year 1876.

Nationality of Vessels.	With Cargo			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
United Kingdom	32	44318	2152	2	2209	106	34	46527	2258
British Possessions	69	52816	2660	1	168	17	70	52984	2677
United States	24	24544	622	.....	.....	.....	25	24544	622
Hanseatic Towns	3	2640	96	.....	.....	.....	3	2640	96
France	1	2500	130	.....	.....	.....	1	2500	130
	130	126818	3660	3	2377	123	133	129195	5783

Total Number, Tonnage and Crews of Steamers of each Nation cleared at Ports in Newfoundland in the Year 1876.

United Kingdom	22	33619	1555	13	12494	643	35	45113	2198
British Possessions	27	37865	1778	23	12179	613	50	50044	2391
United States	13	12345	313	10	9840	235	23	22185	548
Hanseatic Towns	1	2100	64	.....	.....	.....	1	2100	64
France	1	2500	130	.....	.....	.....	1	2500	130
	64	87429	3840	46	34513	1491	110	121942	5331

CUSTOMS' RETURNS.

ABSTRACT of the State of Shipping Registered at this Port for the Year ended 31st December, 1876.

	Vessels.	Tons.	Vessels.	Tons.
Total amount of last year's account	.....	.....	1429	73765
STRUCK OFF VIZ.:—				
Vessels lost or missing	71	4458		
" broken up and condemned	22	751		
" Registered anew at this Port	7	436		
" Transferred to other Ports	2	238		
" Sold to Foreigners	1	35	103	5918
			1326	67847
ADDED, VIZ.:—				
Vessels new, built in the Colony	95	4011		
" new, built in Great Britain	1	195		
" Registered *de Novo*, at this Port	9	1021		
" Transferred from other Ports	8	595		
" Re-inserted	3	216		
" Altered in Tonnage	.....	8		
Foreign Vessels Registered at this Port	2	190	118	6236
Total	.....	.....	1444	74083

JAMES J. ROGERSON,
Receiver General.

Custom House,
St. John's, Newfoundland,
30th December, 1876.

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS BUILT IN TONNAGE, ON WHICH BOUNTY HAS BEEN PAID, THE

Names of Vessels.	Tonnage	Where Built.
Rive	19	Bonavista Bay
Frank	47	Great Placentia
Industry	17	Trinity Bay
Fred	32	Fortune, Fortune Bay
Caroline	16	Ditto Ditto
Mary	44	Grand Bank
M. T. W.	24	Presque, Placentia Bay
Mary	22	Fortune, Fortune Bay
P. Rossier	19	Ditto Ditto
Bertha	20	Ditto Ditto
Sappho	33	Sound Island, Placentia Bay
Leopard	47	Heart's Content
Prospero	39	Ditto
Mary	120	Carbonear
Mary	21	Smith's Sound, Trinity Bay
Francis	15	Broad Cove, Bonavista Bay
16 Vessels.	535	Tons.

CUSTOMS' RETURNS.

NEWFOUNDLAND, WHERE BUILT, NAMES OF BUILDERS, AMOUNT, AND TO WHOM PAID, FOR THE YEAR 1876.

Names of Builders.	Amount Paid.	To whom paid.
Joseph White, Shoals Cove....	$19	Job Davis.
Edward Rieley, Gt. Placentia..	94	G. Bradshaw.
T. Late, Trinity, North Side....	34	John Gover.
George Tuck, Fortune.....	64	George Tuck.
John E. Lake, Ditto	32	H. Nash.
Philip Cox, Grand Bank.....	132	J. Hiscock.
Patrick Sullivan, Presque.....	48	Patrick Sullivan.
William P. Lake, Fortune.....	66	A. P. Lake.
James M. Lake, Ditto	57	John M. Lake.
Ditto Ditto	60	Ditto.
Peter Brown, Sound Island....	99	Peter Brown.
J. H. Moore, Heart's Content	141	Joseph Hopkins.
John Penny, Ditto	117	J. & R. Maddock.
R. P. Newhook, Carbonear....	360	John Rorke.
Arthur Bugden, Smith's Sound	63	J. McDougall.
W. Aylward, Broad Cove, B.B.	45	J. Murphy.
Carried forward.....	$1431	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Name of Vessels.	Tonnage.	Where Built.
Brought forward.....	535	
Tryance.....	16	Keels, Bonavista Bay.....
Starlight.....	27	Trinity.....
Nelly.....	29	Smith's Sound, Trinity Bay...
Eagle.....	18	Keel's, Bonavista.....
Topaz.....	29	Trinity, North Side.....
Patriot.....	32	Bonavista Bay.....
Dante.....	63	Hant's Harbor, Trinity Bay...
Gower.....	98	Do. do. ....
Albatross.....	90	Do. do. ...
Nautilus.....	41	Green Bay .....
Flash	27	Shoal Harbor, Trinity Bay.....
Star.....	16	Bonavista Bay.....
Carrie Annie.....	40	Moreton's Hr., Bay N. Dame
William.....	19	Heart's Content.....
Mary Belle.....	47	Southern Bay, Bonavista Bay
31 Vessels.	1127	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(*Continued.*)

Names of Builders.	Amount paid.	To whom paid.
Brought forward.....	$1431	
Wm. Simmonds, Keels, B. B....	48	J. Murphy.
John Newhook, Trinity.....	81	Patrick Fowlow.
T. Frampton, Smith's Sound....	29	T. Murphy.
Thomas Hoobs, Keels.	54	Robert Thorburn.
J. Fowlow, Trinity, North Side	87	John Fowlow.
Timothy Casey, Keels, B. Bay	96	P. Ryan.
John Sheehan, Hants Harbor..	189	W. B. Grieve.
Joseph Gulliford, Trinity Bay....	294	Stephen Rendell.
Ditto Ditto	270	Ditto.
Francis Miles, Green Bay.....	123	Robert Thorburn.
Elias Gerrett, Shoal Harbor....	81	LeMessurier & Knight.
Edward Mackey, Bonavista Bay	48	Ditto.
William Mills, Morton's Harbor	120	Mark Osmond.
Richard Row, Heart's Content	38	Alfred Hopkins.
John Costello, Southern Bay....	141	James Ryan.
Carried forward.....	$3120	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage	Where Built.
Brought forward.....	1127	
Dazzler.....	39	Indian Arm, Bonavista Bay....
Lilian	33	Random Sound, Trinity.....
Brothers.....	18	Ditto ditto .....
Royal Arch.....	50	Exploits, Green Bay.....
Brothers.....	48	Ditto ditto .....
Princess.....	44	Ditto ditto .....
New Betsie.....	42	Conception Bay.....
Menie Grey.....	62	Exploits Bay.....
William.....	59	Ditto .....
Ospray	40	Ditto .....
Emily.....	67	Green Harbor, Trinity Bay.....
Reward.....	40	New Perlican, Trinity Bay.....
Active.....	71	Ditto ditto .....
Seraphis.....	82	Heart's Delight ditto .....
Albert	31	Green Bay.....
46 Vessels.	1853	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—*(Continued.)*

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	$3130	
Ed. Humby, Indian Arm, B.B.	117	James Ryan.
Eli Martin, Random Sound.....	99	John Steer.
Ditto Ditto	18	Ditto.
Simon White, Green Bay.....	150	Simon Manuel.
Titus Manuel, Ditto	144	Josiah Manuel.
John Manuel, Ditto	88	Ditto.
Joseph Butler, Middle Bight...	126	Joseph Butler.
Philip Freeman, Exploits Bay	186	Philip Freeman.
William Sceviour, Ditto	118	Thomas A. Winser.
Luke Manuel, Ditto	120	J. C. Rogerson.
Sam. Mitcham, Green Harbor	201	John Munn.
Moses Noel, New Perlican.....	120	Ditto.
James Pittman, Ditto	213	Ditto.
R. Horwood, Heart's Delight..	246	Ditto.
Abraham Mills, Green Bay....	62	Thomas Martin.
Carried forward.....	$5138	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Name of Vessels.	Tonnage.	Where Built.
Brought forward.....	1853	
New Havelock.....	112	Heart's Content, Trinity Bay..
Sally	17	Bay Roberts, Conception Bay.
Search	77	Exploits Bay.....
Five Brothers.....	24	North Shore, Conception Bay.
Willie	31	Heart's Delight, Trinity Bay....
Eliza.....	16	Hopeall, Trinity Bay.....
Verdant.....	54	Holyrood, Conception Bay.....
Annie Thornton.....	53	Back Harbor, Twillingate.....
Mary Jane	100	Exploits Bay.....
Sprite	135	Indian Arm, Green Bay.....
Rosy Nell.....	18	Plate Cove, Bonavista Bay.....
Challenge.....	23	Cottrell's Island, Ditto .....
Grace P. Lake.....	28	Fortune, Fortune Bay.....
Telegram.....	88	Catalina, Trinity Bay.....
Fond Mother.....	55	Greens Harbor.....
61 Vessels.	2684	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(*Continued.*)

Names of Builders.	Amount paid.	To whom paid.
Brought forward.....	$5138	
Henry Rowe, Heart's Content	336	P. & L. Tessier.
Joseph Ryan, Bay Roberts.....	51	T. S. Calpin.
William Evans, Exploits.....	231	Edwin Duder.
John Walsh, N. Shore, C. Bay	72	J. Walsh.
F. Wiltshire, Heart's Delight..	93	John Munn.
Corbett Pitcher, Hopeall, T. B.	48	J. & R. Maddock.
James Joy, Holyrood	162	James Joy.
J. Fox, Back Hr., Twillingate	106	Robert Thorburn.
Andrew Manuel, Exploits Bay	300	Bowring Brothers, per order.
Solomon Snow, Indian Arm....	405	David Sclater.
John Heany, Plate Cove.....	54	James Ryan.
James Morry, Cottrell's Island	69	Ditto.
James Mayo, Fortune Bay.....	84	James Mayo.
William Newhook, Catalina.....	176	Bowring Brothers.
Charles Crocker, Green's Hr...	165	James Daley.
Carried forward.....	$7490	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage	Where Built.
Brought forward.....	2684	
Rose.....	56	New Harbor, Trinity Bay.....
Lark.....	17	Western Arm, Bonne Bay.....
Thomas and Martin.....	42	Greenspond.....
Cambria.....	32	Bonavista Bay.....
Welcome Home.....	55	Burnt Bay, Notre Dame Bay..
Sir John Franklin.....	28	Exploits Bay.....
First Trial.....	25	Middle Arm, Green Bay.....
Penguin.....	67	Loo Bay, Notre Dame Bay...
Idler.....	26	Grand Bank.....
Brothers.....	25	Tickle Harbor, Trinity Bay....
Maggie Ellen.....	33	Trinity, North Side.....
Scout.....	68	New Harbor, Trinity Bay.....
Pilot.....	52	Grand Bank.....
Sidon.....	22	Burgeo.....
Azalea.....	34	Trinity Bay.....
76 Vessels.	3266	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(*Continued.*)

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	$7490	
Chas. Newhook, New Harbor...	168	M. Stephenson.
David Winser, Western Arm..	17	David Winser.
George Osmond, Greenspond	84	G. Osmond, for J. C. Dominey.
M. Cashin, Gooseberry Island	96	Joseph Barbour & Brothers.
William Snow, Burnt Bay.....	165	Charles Brett & Brothers.
George Burt, Exploits Bay.....	56	George Burt.
William Bartlett, Middle Arm	50	William Bartlett.
John Roberts, Loo Bay.....	201	Edwin Duder.
Wm. H. Buffett, Grand Bank	78	William Henry Buffett.
Owen McCarthy, Tickle Harbor	50	Owen McCarthy.
James Connelly, Trinity, N. Side	99	Alexander W. Bremner.
William Bishop, New Harbor	204	Capt. J. Green, per order of J. Hippisley.
Chas. P. Forsey, Grand Bank	156	C. P. Forsey.
W. R. Bowdridge, Burgeo.....	44	W. R. Bowdridge.
Thomas Clifford, Trinity Bay..	102	P. & L. Tessier.
Carried forward.....	$9060	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Name of Vessels.	Tonnage.	Where Built.
Brought forward.....	3266	
Spray.....	22	Trinity Bay, Smith's Sound...
Elizabeth Jane.....	19	Green Bay.....
Spring Bird.....	38	Trinity Bay, Smith's Sound....
Annie	35	Ditto Catalina.....
Maud.....	38	Exploits Bay.....
Sisters.....	46	Green Bay.....
Alexander.....	32	Codroy River.....
L. Ada.....	58	Codroy Big River.....
Two Brothers.....	26	Fortune, Fortune Bay.....
Lizzie	15	Musgrave Town .....
Jaspar.....	33	Bonavista Bay.....
Ascension Flower.....	19	Fleur-de-Lys .....
Frances Helen.....	80	Hall's Bay, Bay Notre Dame...
Lucy	51	Exploits Bay.....
Bee	26	Herring Neck .....
191 Vessels.	3804	

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—(*Continued.*)

Names of Builders.	Amount paid.	To whom paid.
Brought forward.....	$9060	
John Short, Smith's Sound.....	44	Thomas Randall.
Thomas Rousell, Green Bay....	57	T. Rowsell.
John Short, Smith's Sound	114	Benjamin Snelgrove.
Benjamin Snelgrove, Catalina	105	Do acct. T. King.
Josiah Manuel, Exploits.....	114	Josiah Manuel.
Jacob Manuel, Green Bay.....	138	Edward Moores.
James Murphy, Codroy River..	64	Bowring Brothers.
Rodderick Gilles, Big River....	116	Bowring Brothers.
John E. Lake, Fortune	78	John E. Lake.
W. Matthews, Musgrave Town	15	Edwin Duder.
Samuel Prince, Bonavista Bay	99	F. McDougall.
John Walsh, Fleur-de-Lys.....	38	J. & T. Walsh.
Eli Paddock, Hall's Bay.....	240	T. D. Hodge.
Richard Facey, Exploits Bay...	153	John W. Owen.
J. Blandford, Herring Neck.....	26	Joseph Blandford.
Carried forward.....	$10461	

CUSTOMS' RETURNS.

RETURN SHEWING THE NUMBER OF SHIPS

Names of Vessels.	Tonnage.	Where Built.
Brought forward.....	3084	
Primrose	33	Chapel's Island, Bay N. Dame.
William John.....	31	New World Island Ditto
Lark	16	Bay Notre Dame.....
J. C. Good.....	20	Bay de l'Argent.....
Emily.....	54	Burnt Bay, Notre Dame Bay....
First Trial.....	22	Trinity Bay.....
Senora	43	Goose Bay, Bonavista Bay.....
Jessie	32	Smith's Sound, Trinity Bay.....
Dove.....	24	Joe Batt's Arm, Green Bay....
100 Vessels.	4079	

Custom House,
St. John's, Newfoundland,
30th December, 1876.

CUSTOMS' RETURNS.

BUILT IN NEWFOUNDLAND, &c.—*(Continued.)*

Names of Builders.	Amount Paid.	To whom paid.
Brought forward.....	$10461	
Joseph Philpot, Chapel's Island	99	Thomas Dally.
Levi Liscomb, Herring Neck..	62	Levi Liscombe.
John Roberts, Twillingate	16	Philip Reeves.
Samuel Good, Burnt Bay.....	60	Samuel Good.
Solomon Deone, Ditto	162	Edwin Duder.
Richard Seward, Trinity Bay..	22	Ditto.
Jacob Taylor, Goose Bay	129	Thomas Stone.
Thos. Frampton, Smith's Sound	96	Ditto.
Lott Brett, Joe Batt's Arm.....	24	Robert Thorburn, for R. Scott.
	$11131	

JAMES J. ROGERSON,
Receiver General.

EDUCATION.

REPORT of the Public Schools of Newfoundland under Church of England Boards, for year ended December 31st, 1876.

St. John's,
February 26th, 1877.

Sir,—

I have the honor to transmit, herewith, to be laid before His Excellency the Governor, my Report of the condition of the Public Schools of Newfoundland, under the Church of England Boards, for the year ended December 31st, 1876.

I have the honor to be,

Sir,

Your obedient servant,

WILLIAM PILOT,
Superintendent of Church of England Schools.

The Hon. E. D. Shea,
Colonial Secretary.

EDUCATION.

To His Excellency Sir JOHN HAWLEY GLOVER, *G.C.M.G., Governor, &c., of Newfoundland, and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I beg, herewith, to present my report to your Excellency on the condition of the public schools of Newfoundland under Church of England Boards, for the year ended December 31st, 1876, and to assure your Excellency on the outset that, while I regard the work done as only preliminary and preparatory to future operations, yet vigorous efforts have been made to promote the increased efficiency of our schools, and in many respects to make the year one of substantial progress and important interest.

I will now proceed to give a summary view of the condition of our schools from the Statistical Tables (Part II) accompanying this report.

EDUCATION.

TABLE A.

Property Account.

The amount apportioned from the wise and liberal vote of the Legislature of $40,000 to Church of England Boards for school houses and property was $14,485.77, from which there has been paid to Methodist Boards for the settlement of property the sum of $2,382.98, and I am happy to be able to report that such settlement has now been finally and most amicably adjusted, though, as was observed in the joint report of last year, not without engrossing much of the time and attention of the two Superintendents, to whom in many instances all arrangements were entrusted by their Boards respectively, and from whom they have, for services rendered, received expressions of hearty approval.

As the time allowed by rules and regulations for the expenditure of this special fund is not limited to any date, and the majority of Education Boards have been furnished with only half the amounts due them respectively, it is not possible at this time to give much more than the result of settlement above referred to, and the form in which it is proposed to present hereafter, a complete return of the expenditure of this important grant.

Further observation and experience have confirmed all that was said in the Report of last year on the deplorable condition of very many of our schools, and have strengthened the conviction that, if some of the best interests of education are to be considered, the subject of proper school accommodation and school comforts must by no means be disregarded. To no more praiseworthy object, therefore, could the public money have been wisely appropriated than in assisting Boards in their efforts to improvement in this particular; and it is very satisfactory to report that this vote of the Legislature is being most judiciously and carefully expended, and that most gratifying progress is being made in the way of providing better school house accommodation and to some extent equipping schools with necessary and convenient apparatus. Twenty-five new school houses, each affording accommodation according to the legal standard, are in course of erection, in some places to replace those of a most wretched character; in others to furnish school buildings to settlements hitherto

deprived of them, while all these and many more are being provided with platform, desk and chair for teachers, more suitable seats and desks for scholars, maps and blackboards, and altogether rendered better adapted to teaching purposes. I am happy also to be able to report that outhouses are being provided for many schools for scholars of different sexes; and I feel assured that this improved condition cannot but fail to have a social, salutary and beneficial effect upon scholars, teachers and society at large.

TABLE B.

FINANCIAL STATEMENT.

By Education Act, 37th Victoria, Commercial Schools were abolished, and the amount formerly granted for their sustentation was apportioned among those Educational Districts, only in which such schools had been established. But as the grant thus continued to be made was intended, by said Act, for general purposes of education, these districts, as compared with others, enjoyed a decided pecuniary advantage, and in the amendment and consolidation which took place in 1876, this inequality was remedied, and the grant apportioned among all the districts according to population. This circumstance will account for the income of Boards being different in this year to what it will be in ordinary, seeing the appropriations to them for three quarters were made according to the former, and that for the last quarter in the education year according to the provisions of the latter Act, and the incomes of Boards in this Table have been so computed.

RECEIPTS.

1. The amount apportioned from Legislative Grant for general educational purposes to Church of England Boards was $21,830.19.

EDUCATION.

2. The amount available for books $344.01, a small sum, but of much practical good, enabling Boards to supply books at low rates, and to furnish the children of indigent parents, and orphans with such free of charge.

3. The share of the special grant of $40,000 for school houses and property, available up to this date, and issued according to rules and regulations adopted for its expenditure, $6,165.

4. *Fees.*—Six Boards only have made returns of fees paid, and from these, in some cases respectable sums, may be gathered what may be done to increase this source of income to Teachers, who are oftentimes sufficiently depressed with their already small salaries, the irregular attendance of pupils, and indifference of parents, without having a fresh difficulty to hamper them, in the way of obtaining that which they have legitimately earned. Notwithstanding the large powers conferred by law upon Teachers, for recovering arrears of fees—a recourse to which is hardly likely ever to occur—I conceive it to be the best and fairest plan to give Teachers fixed salaries according to work done, and not to make the amount of their earnings in any extent dependent upon an uncertain item. Fees could still be collected, not now as part of the Teachers' pay but as a source of income to Boards, who would themselves then be in a position to correct irregularity in their payment, by those able to pay, or to remit the fees of the necessitous. This plan I feel satisfied would be best, both for the Schools and for the Teachers; especially enabling the latter to know exactly on what amount of income to depend, and, by fairly adjusting income to work, establish for them a more satisfactory standard.

5. Under the head of Income from other sources, are enumerated (1) grants from the special appropriation of $4,000, for destitute places, and (2) for books sold.

6. Total income of all Boards from all sources for educational purposes, $32,389.94—exclusive of the special building grant, $26,224.94.

EXPENDITURE.

1. The amount paid by Boards for salaries is less this year than in ordinary, in consequence of some schools being only partially

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opened, and others closed. By reference to General Summary, Table C. (Part II.), it will be seen that the amount voted by Boards for this purpose is $17,593.10; showing a desire to give Teachers, so far as means will allow, a fair remuneration.

2. For books, registers, and maps, $788.03—the difference between this sum and the amount available for this purpose being supplied from ordinary appropriations.

3. Amount paid to secretaries $280, for good and valuable services rendered to the public in the interests of education.

4. For incidental expenses $474.62.

5—6. Amounts under repairs and building school houses are part expenditure of $40,000, and represent a permanent increase in public school property.

7. Total expenditure for all public elementary school purposes, $20,297.98.

8. Balances of school moneys on hand not expended when returns were made, $9,640.63.

Changes made by 39 Vic. in the redistribution of the educational boundaries of Bonavista Bay North and Bonavista Bay West, and the creation from parts of these of the new district of Salvage; and in the districts of Trinity Bay West and Bay-de-Verds, and the absorption by these of Trinity Bay South, changes found most convenient in their practical operations, necessitate an adjustment of balances on hand at time of alteration, and will appear in the general financial statement of next year. The late appointment of Boards for the newly created districts of Salvage and Exploits, prevents my furnishing any account of their operations for the three months only, during which they have had a separate existence.

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TABLE C.

General School Statistics—Number of Children in the different Branches of Instruction.

RETURNS AND REGISTERS.

The importance and necessity of securing reliable and accurate returns are most desirable, as only by analizing and comparing the number, character and qualifications of schools, can we form a correct idea of the educational progress of a country. The statistics therefore for such analysis and comparison should be regularly and punctually furnished, with a view of preventing erroneous impressions in the popular mind, inspiring it with higher aims and animating teachers and scholars to further advancement; as well as by keeping them constantly before the public, the country may see that an adequate return is being made for its liberal expenditure in this highly important department. I hold this to be of paramount consequence; and, while bearing testimony to the neatness, accuracy and care, as well as puntuality, manifested on the part of some teachers in the statistical returns furnished, I regret to have to report the meagre, insufficient and incomplete returns of others, largely attributable to the want of properly kept records; while those of some, again have been filled up from mere verbal testimony, or from trusting to a capricious memory, and others have failed to furnish any at all. Under the head of remarks in this table, I have specified those imperfectly returned; as well as those which have been in operation for less than a whole year. From these observations it will be perceived that the statistics in Table C are in some partictulars to be considered as only an approximation to the truth.

By a most judicious arrangement some Boards require their teachers to furnish returns of admittance, attendance and fees to their Chairman respectively, at the end of each quarter, according to a form provided for that purpose, and no teacher is considered entitled to his quarter's salary until he has complied with this regulation. And at the instance of some Boards I have prepared a form of quar-

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terly return, meeting all our requirements, and one which presents at a single view a complete statistical account of each school with its progress or retrogression; and I hope on a future occasion to report its universal adoption, since it is calculated to facilitate teachers in making their annual returns to the Superintendents. At the same time, I would urge upon Boards the necessity of furnishing not only their own financial returns punctually and in due form, as required by law, but also to require their teachers to make theirs regularly; and thus co-operate with the Superintendent in making this part of our school arrangements as complete and reliable as possible.

In connection with the above, and as kindred thereto, I beg to call attention to

REGISTERS,

which are school records, and apart from their necessity and general interest in affording the country that information required in its endervours "to administer and extend educational operations, so as best to meet the wants of society," they are of particular interest as illustrating the ages of pupils, regularity of attendance, the average school time available, the poverty of parents, their apathy and indifference, or their interest in education, the amount paid by them for each child during his school life, how far education has been general, and whether valued. To Boards they are of interest, as proving in some essential points how far the school is doing its work, and how far any want of success may be fairly attributable to the teacher or to extraneous circumstances. While to teachers, in addition to affording them all the above advantages, they should urge them, on reflecting how short the school life of children in this country is, to consider how absolutely necessary it is to make the best, honest use of their time in affording all the instruction possible to the naturally intelligent youth committed to their charge and care. A very short experience in my present position was sufficient to impress me with the necessity for a better as well as more accurate mode of registration than that then obtaining; and after consultation with Boards seeking direction in this matter, and comparison of many forms in use in England, and in the Provinces of the Dominion of Canada, I am happy to be able to state that a register of attendance, payments, and studies pursued has been partially adopted, containing all the required statistics, so arranged that the returns may be most readily made out from it, and which, when revised with improved Time Table, Forms and Duties of Teachers inserted, will be a

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still more valuable addition for the better organization of our public schools.

The Academy returns will be found in Table D, Part II.

GRADING OF SCHOOLS.

The number of schools making returns in Table C is one hundred and one; and being required to classify these according to Gradus Schedule of Education Act, I have to report that as the necessary qualifications for this purpose are as yet imperfectly known by teachers, I have deemed it prudent, up to this time, not to attempt any classification; but hope by keeping the subject constantly before the minds of Boards and teachers, to confirm the desirableness of doing so at the earliest possible convenience, according to required standards as inserted in Appendix A to this Report.

ATTENDANCE.

It cannot be expected that much progress will be made by pupils in their studies unless they are regular and punctual in their attendance; and by comparison of Registers examined, and forms returned, I regret to state that in this respect as yet, our schools present no flattering show. The total number registered as under instruction for a longer or shorter period during the year was five thousand and seventy-one; and estimating the numbers attending the schools of the Colonial and Continental Church Society at two thousand as belonging to the Church of England, together with those registered in the Academy, sixty-five, we have in the aggregate seven thousand one hundred and thirty-six pupils registered in the past year, giving as the proportion of the whole population of the denomination attending school 1 in 7·61.

The grand total attendances made by all pupils registered morning and afternoon in the schools furnishing returns in Tables C (remembering the limitation before referred to) were 881,239, giving 212·2 attendances or 106·08 days' instruction for the average number registered each quarter, or 87 days for each under instruction during any part of the year.

The average number of days each school making returns of attendance has been in session during the year, has been only one

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hundred and fifty-eight, while the average number of pupils attending school each session throughout the year, on each teaching day, has been 2,576·3.

These facts are significant, and reveal a vast amount of indfference to the interest and value of education, and I have been led to enquire into the causes of these low results, and to seek for methods for their improvement. No doubt the severity of our winter contributes largely to the decrease of attendance of the younger children at this inclement season; and the multifarious occupation of a fisherman's calling during the summer to increase that of the more sturdy at this season, so as practically in many instances to constitute two distinct schools—a winter and a summer one. This is perhaps a necessity of our circumstances; yet it must not be concealed that the great stumbling-block to progress in this country is the indifference of parents; and the remedy is not at present to be sought for (though the time may come in the history of the colony when it may) in legislation, but chiefly, in securing the punctual performance of school duties by teachers, and the co-operation of parents and Boards. Parents have not been sufficiently impressed themselves with the necessity and advantage of education, and consequently do not understand its utility to their children. Content to earn their daily food by their daily toil, as their fathers did before them, they think not of any advantage in, or necessity for, instruction. We must begin therefore, by instructing the parents, not by literally sending them to school, but by signs which cannot be misunderstood: viz., the establishment of a better class of schools, or in rendering our present ones efficient; and by the employment of teachers better qualified to *educate*. One step in the right direction here will render our onward march easier and easier. Much more also might be done by inducing teachers to make frequent enquiries about the absence of pupils, and I feel sure this would have some good effect, while perhaps so far as teachers are concerned, the most important lesson for them to acquire is punctuality in themselves; and Boards of Education will do well, where the practice has not yet obtained, to furnish teachers with definite rules, stating the time at which schools are intended to be open, and to require their strict observance. If a school professes to open at 9.30, and proceedings are seldom commenced before 9.40, a teacher cannot expect his scholars to be punctual. Punctuality will help to remove the difficulty, and promote in children and parents a greater interest in a school.

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With a view also of encouraging more regular attendance and rewarding the meritorious, I would suggest to Boards the propriety of giving at the least half yearly small school prizes and cards of merit, an arrangement I feel sure which would prove a success, while a small sum thus spent would be found to be a good investment.

Another incitement to more regular attendance would be the holding as required by 39 Vic., in schools where practicable, a public examination of the pupils in the subjects pursued during the the preceding term. Such examination might be held in many settlements and by inviting the parents, the day might be made one of great interest, and the pupils incited to greater dilligence and regularity, while teachers would be stimulated to secure, each time, greater proficiency.

HOLIDAYS.

The maximum time allowed by Boards as holidays is from five to six weeks, and no teacher is permitted to extend the period without at first obtaining at least the consent of the Chairman; but I regret to have to report irregularities in this particular. I found one school, at the time of my visit, had been closed for a whole week previous, without even the knowledge of the Chairman; and another closed for nearly a fortnight, although a vacation of six weeks had been given in the summer, as appeared from the school register. As these delinquencies tend greatly to induce and foster irregularity, and to keep our schools at their low ebb, I would urgently impress upon Boards to give, where required, more definite direction in this matter, and to inform me of the times of vacation, that my visit may be so arranged as to secure an examination of the pupils and to make inspection a reality.

VISITS.

Another great obstacle to progress in our educational matters has been the hitherto lack of popular interest and constant intelligent oversight of schools and teachers. This is a subject which needs to be increasingly recognized as essential to every organization, and is specially called for in our present circumstances. The cure is not to be sought, as has been before observed, in the supposed panacea of legisla-

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tion, but must come from the thought, the aims, the interest, the knowledge and wisdom of the people in general. People after all make the school system, and in proportion to their intelligence must spring reform. My first year's work has wrought this conviction; for, whereas I can point with much satisfaction and pleasure to the general good deportment, cleanliness, order and discipline in schools regularly and punctually visited, and the consequent beneficial results upon the community at large, I regret to have to report that many schools in the country receive but slight and limited attention in this particular, while others have been allowed to go on for years without even a single visit from those specially charged with their oversight; and in these cases the result has been deviation from rules, lessons slurred over, habits of punctuality and regularity fallen into abeyance, teachers discouraged, and the routine of the school influenced by a variety of extraneous circumstances.

I would therefore respectfully draw the attention of members of Boards and other school visitors to the unquestionable advantages resulting from a proper system of visitation.

(1.) As an encouragement to school masters and mistresses in the performance of their duties by proving to them that their labours in the instruction of our youth are known and appreciated by those whose judgment they would respect, and whose approbation they would be anxious to secure.

(2.) As evidencing to the children themselves, by enquiring into their conduct and proficiency, the interest taken in their welfare.

In connection with this same subject, I beg also to report that in a few instances Boards have, as required by 39 Vic., section 50, provided a visitors' book for each of their schools; and, as the advantage also intended by its use will be unquestionable, I hope to be able to report next year its universal adoption. In those already furnished to schools prior to my visit of inspection, I have inserted for the benefit of Boards and Teachers my general impression of the state and condition of the school, as regards both the building and the instruction pursued, as well as suggestions for its improvement and better management, and I am already convinced of its good effect.

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SUBJECTS TAUGHT.

It will be seen by reference to Table C that the instruction of by far the majority of pupils attending school is limited to reading, writing and arithmetic, the extent to which in very many instances it is thought only necessary to proceed. Special reference was made to these essentials last year, and to the necessity and methods of improving the lowness of the standard; and while I shall always regard the mastering of these of prime consequence, I hold that our system will not be complete unless it comprehends some acquaintance with history, grammar and geography. Our aims at any rate must be high, our motto "Excelsior," if our youth, in any coming prosperity to this colony, are to compete with strangers of whom our people are naturally jealous.

Grammar and geography have not been neglected so much from want of teachers able to instruct in these branches, as from proper and suitable apparatus for the purpose; yet in some instances I have been pleased to find, especially in the districts of St. John's and Bay Roberts, pupils having an intelligent knowledge of both these subjects; an indication of what others may do if teachers are but stimulated and encouraged.

But I feel that in these respects our future is more encouraging, as by an improved character of school houses, and their better equipment in the necessary apparatus, a more efficient training of teachers, a faithfully carrying out of rules for the government of schools, and a more general use of time tables, as well as by arousing by all legitimate means our people to a sense of the importance and value of education, together with the adoption of the books and suggestions herein contained, the standard of our schools cannot but be raised and improved.

NEEDLEWORK.

As the girls now attending our public schools will become the working women and mothers of the next generation, I conceive it not to be out of place to refer to this branch of domestic economy with which they should have some acquaintance, and which has been forced upon me by what I must call the judicious arrangement entered into by the Harbor Grace Board in employing the wife or daughter of the

master to help in the business of the school, principally by teaching needlework—a plan worthy of imitation where possible. There can be no doubt of the advantage arising from it, and I would recommend to all mistresses to direct more attention to this subject than it has hitherto received. Girls should be taught, while yet at school, how to hem, sew, stitch, make button-holes, to knit, net, darn, cut and contrive, and something of the "fine art of mending"; but crotcheting, embroidery tatting, all very nice to learn, should by all means be sacrificed to the aforenamed accomplishments.

BOOKS.

The books for the most part hitherto in use in our schools have been of a character uninteresting, unattractive, and insufficiently graded, in the higher standards unintelligible even to teachers themselves, and lacking the great aim which all class reading books should possess, the cultivation of the love of reading. Special attention was called to this subject in the report of last year, and to the urgent necessity existing for the adoption by Education Boards of an uniform series of text books. Enlarged experience of the needs of our schools has confirmed the views then expressed; and after a very full and careful personal examination of the whole subject, and consultation with eminent educationists in England, as well as friends in this country warmly interested in education I have recommended for adoption by Boards the books of the Royal Reader series, which is by far the best of primary school books with which I am acquainted. Even my own limited experience of their use confirms the testimony borne to them on both sides of the Atlantic, in their marked superiority, their complete adaptation to our educational wants, and in the title the claim for themselves in being the *Royal* Readers. I regard their introduction into our schools as one of the most important achievements in this year's work; and unhesitatingly recommend their universal adoption, as being admirably suited for elementary education, and calculated to ensure higher and more permanent results. In one school where these books had been introduced since my former visit, I observed a higher standard of intelligence manifested, as well as delight when the books were placed in the hands of the pupils; and testimonials to their worth as school books have reached me from several who have them now in use. The estimation in which the series is held in England may be gathered from the following out of numerous witnesses to their value.

The Rev. H. G. Robinson, M.A., Canon of York, and one of the

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endowed school commissioners says: "The Royal Readers are superior to any series of reading books which it has been my fortune to meet with. They deserve to be introduced into every school of whatever grade, where elementary instruction is given."

The "Schoolmaster," an eminent educational publication, has the following remarks in reference to the same series: "We believe that we know more or less of every set of reading books published in Britain and we feel assured that in none of them are the illustrations in any degree so excellent as in this series. They are really works of art, certain to dwell in the memory, and to be recalled with pleasure in after years. Judge these books by what standard we may, they occupy the first rank. The variety of matter, the extent of information conveyed, the taste exhibited in the selections, the manner in which the subjects are treated, and the facilities for making books thoroughly useful in developing intelligence on the part of the pupil, are all of the highest order and call for unqualified praise." From these and many like testimonials, I venture to affirm that any country might be proud to affix to the series its unmistakeable "Imprimatur."

In connection with this most important branch of school requisites, I would beg to direct attention to the miserable economy practised by some Boards, with funds even to their credit, in not providing slates, copybooks, pens, and pencils, to the permanent mischief to the children, in keeping them and in teaching them to be idle, and to the consequent unsatisfactory instruction found upon inspection to be given. In one school there were not only not enough books from which to examine the children, but such an entire absence of pens and pencils, that a great part of this branch of inspection had to be dispensed with. Maps and blackboards, I hope to be able to report next year, have been more largely introduced. The value of the whole school apparatus, apart from books, I estimate at from $500 to $600.

For the guidance of Boards, furnishing new or fitting up old schools, I subjoin a list of the necessary appliances for teaching:

1. A sufficient number of reading books for each class.

2. A large blackboard and easel; two for a school with over fifty children.

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3. A plentiful supply of slates, slate pencils of reasonable length, and pens.

4. If copybooks are found by scholars, a supply to be kept on hand for sale.

5. Sufficient desk accommodation for each child.

6. Ink-wells with moveable tops, and good black ink.

7. Two maps at least, one of the world and another of the country in which we live. More, if funds will permit.

8. Cards of animals and other illustrations to decorate the walls, from which simple lessons to children may be given.

9. A dictionary of the English language for the use of the teacher.

10. Platform, desk and chair for teacher.

11. A school clock, without which it is impossible to carry out the time table accurately.

12. A capacious cupboard, in which the school materials may be orderly and safely kept.

TEACHERS.

The difficulty of procuring suitable teachers for our public schools was referred to in the last report, and while our wants have to some extent been supplied in the important settlements of Burin, Heart's Delight and Harbor Buffet, in the two former by young men from England, having some experience and training, and in the last named by one trained in St. John's, still the demand for them is great and pressing. My endeavours to obtain any teachers from the Training Colleges in England at the salaries we are able to offer, having failed, our more diligent attention has been directed to the youth of the country, and the success which has attended these efforts convinces me that there is no lack of material out of which to make teachers, and that we shall

EDUCATION.

soon be able to provide a supply adequate to our wants and necessities. I am happy to be able to report that my endeavours to improve the capacity of teachers employed have resulted in a better examination of schools generally than was the case last year; and I trust that by stimulating them to study, and holding out encouragement of better schools and higher salaries, they may be induced to qualify themselves for the highest grades. I have inserted, for the benefit of teachers desiring information, with a view to offering themselves for grading, the conditions and requirements in Appendix B to this Report.

PUPIL TEACHERS.

The Board of Examiners, specially charged with the important business of examining and grading teachers and pupil teachers, began their duties by prescribing appropriate books, calculated to qualify them for passing in the required subjects of study, and by arranging the times most convenient for the semi-annual examination. The first formal examination of pupil teachers, under the new Act, was accordingly held in December of this year, and the Board of Examiners have been pleased with the result. The subjects, from unavoidable circumstances, were not at this time strictly in accordance with the programme laid down, and consisted of papers on English Grammar, Geography, Arithmetic, Dictation, Euclid, Algebra, Latin, and an oral examination in reading and recitation, in all which a creditable and intelligent amount of knowledge was shown. The list of those under training during 1875-6 will be found in Table E., Part II. I regard the regulations of the Act 39 Vic., in reference to the whole subject of training and examining, as one of the promising features of that Bill, and such as, by having a far reaching influence, must be attended by inestimable advantage to our present system. But in order to secure the *full* advantages contemplated by that Act, and for rendering effective the efforts of the Board of Examiners, special attention must be directed to

THE TRAINING SCHOOLS,

which are required by law "to afford facilities for the illustration and practice of the most approved methods of teaching to pupil teachers appointed to be trained therein." The two training schools recognized by law belonging to the Church of England, are the Academy and Central School of the Colonial and Continental Church Society; and as

EDUCATION.

these are to be the centre of life, whose vitality and activity should be felt in every part of the island, and upon which the success of our present school system must largely depend, it is absolutely necessary that nothing should be wanting to make these institutions as effective as circumstances will allow.

The school accommodation of the Church of England Academy has hitherto been of too limited a character to permit of much being done in this way; but with the now enlarged premises, and more and better appliances and apparatus, hereafter to be referred to, I hope to be able to report next year that instruction in the "art of teaching" has been more liberally afforded than heretofore.

The other training school is under the management of a trained and competent master from England, and supervised by the Society's superintendent. It is to this institution that the Colony is very largely indebted as being the seminary where most of the Society's and the best and most successful of the Board teachers have received their training. My visits to this school have been particularly gratifying, inasmuch as the details of its organization, discipline and instruction, as well as the way in which the pupil teachers are drilled into the methods of management, have convinced me of its entire fitness, in our present circumstances, for a training school for our public school teachers, and as a model school well worthy of imitation. During the visit of the Board of Examiners the pupil teachers were severally examined in the mode of conducting a class and acquitted themselves satisfactorily. I have added, in Appendix C to this report, the Syllabus of studies for pupil teachers, for the benefit of intending candidates and the general public.

I cannot close this part of my report without bearing witness to the good the schools of the Society above referred to have accomplished during the many years of its existence in this colony; and to the appreciation of their efforts in the interests of education by very many intelligent members of our community. Beyond question, their teachers are, as a rule, better qualified than the board teachers, by reason of their larger salaries, the schools more abundantly supplied with school requisites, and there is an air of comfort surrounding each school which one would heartily desire to see more general. This is the only endowment of an educational character I believe the colony possesses, and stands prominently forward as the memorial of the large-hearted and benevolent endeavours of a successful Newfoundland merchant.

EDUCATION.

NIGHT SCHOOLS.

This is a subject of great interest; and as the mass of our people will not for some time attain a sound or satisfactory education without them, everything should be done to encourage their establishment. Many have been in operation during the year now past, some attended with successful results; but as the statistics furnished on the subject are very imperfect, I can here but give them this passing notice, and hope with the assistance of teachers and others interested, to furnish a list of them and the work they are accomplishing for education in my next report.

I beg to refer to Part III. for particulars respecting school operations in the several districts.

In conclusion, I desire to express my cordial thanks for the personal co-operation and generous hospitality, in prosecuting my work, received during many months' travelling, not only from mercantile gentlemen, but also from the chairmen especially of Boards of Education, who afforded me every facility in my labors, and accepted my suggestions with kindness and courtesy.

I have the honor to be,

Your Excellency's

Obedient and humble servant,

WILLIAM PILOT,

Superintendent of Education for the Church of England.

PART II.

STATISTICAL REPORT.

1876.

EDUCATION.

TABLE A.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND

		Receipts.			Property.	
	Districts.	Share of $40,000 for Building Purposes, &c.	On Settlement of Property.	Voluntary Contributions.	Appropriations from ordinary Income.	Total Receipts.
1	St. John's	$2175 96				
2	Brigus	451 19			$238 45	$689 64
3	Port-de-Grave	478 92				
4	Bay Roberts	631 71				
5	Harbor Grace	1298 64				
6	Carbonear	252 00	$43 47			
7	Bay-de-Verds	151 46	137 40			
8	Trinity Bay W	1117 03				
9	Trinity Bay N	826 91				
10	Trinity Bay E	219 47			46 95	266 42
11	Bonavista Bay S	448 79				
12	Bonavista Bay W	366 66				
13	Salvage	399 19				
14	Bonavista Bay N	689 58				
15	Fogo	703 18				
16	Twillingate	667 19				
17	Exploits	273 98	170 40			
18	Notre Dame Bay N	196 94				
19	Ferryland	46 15				
20	Placentia Bay	360 26				
21	Burin	224 00				
	Carried forward	$11979 21	$351 47			

EDUCATION.

TABLE A.

UNDER CHURCH OF ENGLAND BOARDS.

Account.			Expenditure.			
Balance if overdrawn.	For Settlement of Property.	For erecting School Houses.	Repairs.	Apparatus.	Total Expenditure.	Balance on hand.
.....	$49 45					
.....	320 00	$160 00	$209 64	.....	$689 64	
.....	110 00					
.....	233 83					
.....	120 00					
.....	35 88					
.....	228 88					
.....	20 00	236 45	9 97	.....	266 42	
.....	280 00					
.....	97 28					
.....	418 17					
.....	526 71					
.....	174 05					
	$2714 25					

EDUCATION.

TABLE A.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND

		Receipts.			Property.	
	Districts.	Share of $40,000 for Building Purposes, &c.	On Settlement of Property.	Voluntary Contributions.	Appropriations from ordinary Income.	Total Receipts.
	Brought forward...	$11979 21	$351 27			
22	Lamaline	211 46				
23	Fortune Bay	1170 90				
24	Burgeo.....	534 60				
25	Lapoile	279 20				
26	Channel.....	310 40				
		$14,485 77	$351 27			

N.B.—By rules and regulations respecting the expenditure of $40,000 tion Board is required to render to the Government a complete return, amount, on or before December 31, 1876, or such other time thereafter as

EDUCATION.

TABLE A.

UNDER CHURCH OF ENGLAND BOARDS.—*Continued.*

Account.		Expenditure.				
Balance if over-drawn.	For Settlement of Property.	For erecting School Houses.	Repairs.	Apparatus.	Total Expenditure.	Balance on hand.
	$20 00					
	$2734 25					

granted by the Legislature for School-houses and property, each educa-
with necessary vouchers, of the expenditure of its proportion of the said
may be directed.

EDUCATION.

TABLE B.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

	Income.					Financial			
Districts.	Balance on hand July 1st 1875.	Grant for general purposes.	Grant for books.	Grant for building purposes.	Fees.	Voluntary contributions.	From other sources.	Total income.
1 St. John's	.....	2891 52	51 27	1063 25	223 40	.....	.....	4229 44
2 Brigus	119 40	666 65	10 82	65 59	20 00	.....	.....	882 46
3 Port-de-Grave	17 66	616 80	10 09	184 46	.....	.....	*24 00	853 01
4 Bay Roberts	.....	1111 50	14 88	233 83	.....	.....	.....	1360 21
5 Harbor Grace	.....	1570 66	30 61	589 52	.....	.....	.....	2190 59
6 Carbonear	.....	558 80	5 92	126 00	21 33	.....	.....	712 05
7 Bay-de-Verds	.....	213 44	2 88	55 73	.....	.....	.....	272 05
8 Trinity Bay South	.....	207 87	2 59	.....	.....	.....	.....	210 46
9 Trinity Bay West	.....	1608 82	23 36	455 31	40 00	.....	.....	2217 49
10 Trinity Bay North	.....	1407 89	20 52	329 28	.....	.....	.....	1757 69
11 Trinity Bay East	217 54	373 37	5 66	113 87	17 82	.....	†12 52	740 78
12 Bonavista Bay S.	.....	623 55	10 06	70 26	.....	.....	.....	703 87
13 Bonavista Bay W.	348 10	696 66	12 03	183 33	.....	.....	†3 95	1244 07
14 Salvage	.....	135 24	2 49	199 60	.....	.....	.....	337 33
15 Bonavista Bay N.	859 48	1008 27	19 17	380 82	.....	.....	.....	2267 69
16 Fogo	607 22	1154 44	17 14	198 00	.....	.....	.....	1976 80
17 Twillingate	75 76	1045 68	15 72	70 24	.....	.....	.....	1207 40
18 Exploits	.....	113 65	1 69	136 99	.....	.....	§148 00	400 33
19 Notre Dame Bay N.	.....	616 63	12 78	98 47	135 90	66 65	.....	930 43
20 Ferryland	.....	71 76	1 08	46 15	.....	.....	.....	118 99
21 Placentia Bay	102 64	560 23	8 49	180 13	.....	.....	.....	851 49
22 Burin	214 63	394 12	5 27	112 00	.....	.....	†5 98	732 00
23 Lamaline	.....	168 08	4 49	94 80	.....	.....	.....	267 37
24 Fortune Bay	.....	1989 70	27 70	585 45	.....	.....	.....	2552 85
25 Burgeo	683 05	940 71	12 60	267 32	.....	.....	.....	1903 68
26 Lapoile	145 00	412 83	6 96	139 60	.....	.....	.....	704 39
27 Channel	33 44	521 32	7 74	155 20	.....	.....	.....	717 70
	3423 87	21630 19	344 01	6135 00	458 45	66 65	194 47	32252 62

* From the Lord Bishop of Newfoundland.

† For Books sold.

§ Amount received and paid to Notre Dame Bay North, from balance on hand at subdivision of the former district of Moreton's Harbor.

EDUCATION.

TABLE B.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

STATEMENT.							EXPENDITURE.		
Balance if overdrawn July 1, 1876.	Balance if overdrawn.	Salaries to Teachers.	Amount paid Secretary.	Books, Maps, &c.	Incidentals, insurance, fuel, &c.	Repairs and rents.	Purchasing site and building School Houses.	Total expenditure.	Balance in hand July 1, 1876.
.....	.....	$2735 94	$60 00	$95 34	$122 87	$77 53	$663 16	$3754 84	$474 60
.....	.....	430 00	.....	43 11	.....	209 64	160 00	842 75	39 71
.....	.....	468 00	.....	19 44	13 10	21 96	16 00	538 50	314 51
.....	.....	661 80	22 00	24 00	57 00	.....	.....	764 80	595 41
.....	.....	1110 15	.....	68 32	9 90	111 75	220 00	1520 12	670 47
.....	.....	273 34	40 00	.....	22 19	20 00	.....	354 53	357 52
.....	.....	140 00	10 00	12 26	1 70	3 60	.....	167 56	104 49
.....	.....	150 00	.....	8 46	.....	.....	‡52 00	210 46	
.....	.....	1468 00	20 00	21 87	.....	100 00	455 31	2065 18	62 81
.....	.....	175 63	20 00	36 40	3 00	9 97	236 45	481 45	259 33
.....	.....	270 00	.....	24 76	36 00	4 40	.....	335 16	368 71
.....	.....	640 00	20 00	.....	.....	.....	.....	660 00	584 07
.....	.....	932 77	28 00	23 05	.....	48 00	.....	1031 82	1285 87
.....	.....	989 10	20 00	63 73	9 70	116 20	.....	1198 78	778 07
.....	.....	875 00	.....	36 66	30 00	.....	.....	941 66	265 74
.....	.....	.....	.....	.....	.....	.....	.....	.....	400 33
.....	.....	568 66	.....	17 14	6 64	.....	§148 00	740 44	189 99
.....	.....	120 00							
.....	.....	266 00	.....	22 50	14 36	40 00	28 00	370 86	480 63
.....	.....	180 00	.....	26 50	36 05	.....	.....	242 55	489 45
.....	.....	.....	.....	.....	.....	.....	.....	.....	267 37
.....	.....	1290 00	.....	174 29	.....	56 00	428 00	1948 29	504 56
.....	.....	685 00	20 00	84 80	64 78	80 00	.....	934 58	969 10
.....	.....	276 00	20 00	70 00	32 33	.....	190 97	589 90	115 09
.....	.....	540 60	.....	15 40	15 00	25 13	8 20	604 40	113 30
		15245 99	$280 00	$788 03	$474 62	$924 18	$2606 16	$20297 98	$9640 68

‡ Transferred to Bay-de-Terds on dissolution of Trinity Bay South. Appear to credit next year.

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

Districts.	Schools.				Teachers.								Total Teachers.	Pupil Teachers.	Total amount voted to Teachers per annum.	Annual Average Number		
					Males.				Females.									
	First Grade.	Second Grade.	Third Grade.	Not Graded.	First Grade.	Second Grade.	Third Grade.	Not Graded.	First Grade.	Second Grade.	Third Grade.	Not Graded.				No. under 7.	No. between 7 & 12.	No. over 12.
Total...	...	...	..	115	...	...	...	79	...	...	...	41	120	16	17593 10	1096·7	2127·7	804·7

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

SUMMARY.

Registered each Quarter.			Attendance.							Visits.	
No. of Boys.	No. of Girls.	Total Pupils.	Whole number under tuition during the year.	Total attendances morning and afternoon by all pupils.	Times School has been opened.	Average attendance	Percentage of average attendance compared with average No. on Register.	Percentage of whole No. under tuition during the year, compared with the whole population of the denomination.	No. of children for whom suitable accommodation in School is provided.	Number visits by Members of Boards.	Number visits by other School Visitors.
2258·5	1891·5	4150	5071	881293	29715	2576.3	62	*7·68	.....	718	34

* See remarks on this table,

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

	Average Number of Pupils in the										
	Reading.					Writing.			Arithmetic.		
	Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.	Standards II. & III.	Standard IV.	Standard V.
Total.....	1094	1084·6	1322·4	363·1	50·2	1365	1421·9	503·2	1135·5	505	133.3

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.														Remarks.
Geography.		Grammar.												
Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board	Number Maps in Schools.	Other apparatus.	
339·4	105·6	236·4	46·8	100·2	9·5	5·2	1	5	3	4	253	113	3	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	GENERAL Annual each No. under 7.	No. between 7 & 12.
1	St. John's.....	St. John's W..	...	T. & E. Woods...	....	$480	26	78
		St. John's E....	...	Philip Grushy...	....	240	23·2	55·5
		St. John's S....	...	E. Winsborrow..	....	120	10	31·5
		Quidi Vidi.....	...	Eliz. Andrews...	....	160	11·3	13
		Torbay.....	...	Sophia Wills.....	....	160	5·3	20
		Pouch Cove	...	Rev. M. Johnson	....	200	.....	.....
		Broad Cove.....	...	Emma Garland..	....	144	6	18
		Belle Isle.....	...	James Hiscock...	....	160	9·5	18·8
		Topsail.....	...	Charles Morris...	....	200	13·5	35·5
		Long Pond.....	....	Ambrose Chafe...	....	180	39·5	31·2
		Middle Bight...	....	F. Ferneaux.....	....	220	29·5	55·8
		Upper Gullies..	....	Thos. Grushy	....	280	14	29·5
		Seal Cove	....		....		10	19
		Brookfield.....	....	Henry Radford...	....	160	5·6	12·5
						2704	203·4	416·3
2	Brigus.	Burnt Head...	...	Thos. Roberts...	...	$200	13	27
		Salmon Cove..	...	Thos Roberts.....	...	200	12·2	30·8
		Clark's Beach.	...	Wm. Newell....	....	208	9.2	35
						608	34·4	92·8

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No. visits by other School Visitors.
24	73·8	54·2	12·8	151	37530	430	87·2	66	.....	.....	3	
26·8	69·5	36	105·5	152	27434	441	62·2	59				
3·7	20·2	25	45·2	66	10158	448	22·7	50				
4·2	13·2	15·3	28·5	43	6572	414	15·9	56	25	40		
5	12·8	17·5	30 3	41	5914	372	15·9	54	.....	.....	2	
.....	.....	.....	.....	40								
1	8	17	25	25	1234	90	14	56	36	54		
11·2	19·6	19·9	39·5	50	11446	436	26·6	66	.....	38	.....	5
21	35·8	32·2	68	89	15508	420	37	54				
5	37·2	38·5	75·7	78	18348	446	41	54				
13	65·5	32·8	98·3	104	26954	454	59	60				
19·5	38	25	63	88	12732	268	47	75	.....	49	.....	1
16	22	23	45	60	7344	272	27	60	.....	50	.....	1
17·2	20·8	14·5	35·3	38	9196	464	19·8	56	.....	85	7	3
167·6	436·4	350·9	787·3	1025	190370	4955	475·3	60	.....	.....	12	10
.....	17	23	40	40								
19·8	37·8	25	62·8	81	16716	398	42	67	.....	90		
6·8	26·8	24·2	51	65	11602	408	28·4	56	65	100	12	
36·4	71·6	72·2	153·8	186	28318	806	70.4	46	.....	.....	12	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
1	St. John's..	St. John's W	25	17·2	73	13·2	.....	29·2	74·2	.....
		St. John's E	25·5	21·8	29·2	29	.....	52·5	41·2	41·2
		St. John's S	12·5	9·2	12·2	11·2	.....	12·2	11.2	11·2
		Quidi Vidi....	8	8·8	11·8	.....	.....	16·8	11·8	.....
		Torbay.....	8	9.2	5·8	6·2	.....	18	8·8	.....
		*PouchCove								
		†BroadCove	12	6	7	.....	.....	18	7	.....
		Belle Isle.....	8·2	14·5	9·5	5·5	.....	19	13·2	.....
		Topsail.....	13·8	21	20·8	12·8	.....	24·2	13·8	13·8
		Long Pond..	19·8	18·2	17·8	.....	.....	27·5	19	19
		MiddleBight	18	24·5	46.8	9	.....	35	17.5	17.5
		Upper Gully	12·5	11	14·5	12·5	12·8	23	44	8·5
		Seal Cove ...	10	12	7	16	.....	12	16	5
		Brookfield...	1.6	.....	12·2	17·2	18·5	1·6	33·8	12·8
			174·9	173·4	267·6	132·6	18	289	311.5	129
2	Brigus	‡BurntHead	25	6	9	.....	.....	21	4	.....
		Salmon Cove	25	24	20	.....	.....	36	39	18
		Clark'sBeach	7·2	7.5	13·8	20	.....	15.5	18·5	1·2
			57·2	37·5	42·8	20	.....	72.5	61·2	19·2

* No Register kept.

† In operation one quarter.

‡ Open one quarter, new school building.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
52·2	17·8	.....	37·2	14·2	9·5	6·5	.....	....	....	....	....	2	....	6	5	
42·2	27·5	10	27·5	21·2	6·5	10	.....	....	....	....	....	....	....	15	5	
12	11·2	.....	11·2	.....	11·2											
15·5																
20·8																
13	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	....	....	....	5	
12·7	7·7	3·5	.....	8	8	.....	.....	....	....	....	....	....	....	....	5	
29·5	14·5	.....	15	9·8	13	7·5										
19·2	11·6	.....	12	4·8	16·8											
32·5	16·8	.....	11·2	7·5	10·8	6										
17·5	12·2	2	25·8	.....	9·5	.....	14·5	...	1·2	...	...	....	...	12	1	
14	7	2	16	.....	5	.....	16	...	2	....	...	....	...	12	1	
7·2	8	11.6	10	17·3	6	11·5	7·5	...	....	...	...	...	....	3	5	
288·3	134·3	29·1	165·9	83·6	96·3	41·5	38	....	3.2	....	....	2	....	18	27	
5								1								
.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	2					
10.2	12	5														
15·2	12	5	.....	.....	.....	.....	.....	....	....	...	2					

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	GENERAL Annual each No. under 7.	No. between 7 & 12.
3	Port-de-Grave.	North River		Geo. Bussey		$140 00	13·9	17·5
		Bareneed		G. & Miss Payne		259 00	16·6	56·4
		Hibb's Hole		Mrs. Hammond		116 00	10·6	12·2
						515 00	41·1	86·1
4	Bay Roberts	Coley's Point		William Bursell		180 00	12·2	66·5
		Bay Roberts W		Samuel Mercer		202 10	30	36·2
		Bay Roberts C		Samuel Myers		319 65	27	29·7
		Spaniard's Bay Pond		Miss Harvey				
						701 75	69·2	132·4
5	Hr. Grace	Big Pond		Stephen Gosse		160 00	.....	.....
		U. Island Cove		J. & Miss Martin		324 00	31·7	54
		Bryant's Cove		Thos. Stevenson		160 00	15	21
		Hr. Grace S.		William & Miss Webber		304 00	16·8	33·9
		Hr. Grace N		E. & Mrs. Martin		304 00	19.3	48·2
						1252 00	82·8	157·1

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 16.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
1·3	22·2	10·5	32·7	40	9924	454	21·9	67	.....	60	20	
14	42	45	87	98	25416	460	53·3	61				
6	8·6	14·8	23·4	30	9990	554	18	77				
15·9	72·8	70·3	143·1	168	45330	1468	93·2	65	.....	....	20	
4·8	45·5	38	83·5	100	19720	406	48·5	58	200			
4	45·2	25	70·2	77	19894	406	49·7	70				
22·3	45	34	79	102	18994	288	65·9	84	.....	60	6	6
31·1	135·7	97	232·7	279	58608	1100	164·1	71	.....	....	6	6
.....	.....	.....	.....	50								
11·8	50	47·5	97·5	124	22236	408	54·5	56	.....	.....	1	
7	24	19	43	48	3842	214	18	42				
7·3	32·2	25·8	58	76	19824	472	42	72	76	60	1	5
10·5	43·5	34·5	78	110	18990	422	45	58				
36·6	149·7	126.8	276·5	408	64892	1516	159·5	58	.....	.....	2	5

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
3	Port-de-Grave.	North River.	14	8·2	5·8	4·8	.....	10·5	8·2	.....
		Bareneed	21·3	23·3	42·3	.....	.....	32·3	28·6	14·6
		Hibb's Hole..	7·6	9	6·6	.....	.....	13·6	2·6	.....
			42·9	40·5	54·7	4·8	.....	56·4	39·4	14·6
4	Bay Roberts	Coley's Point.	30	25	25	10	.....	33	60	.....
		B. Roberts W.	26·2	20	20	.....	.....	15·7	14·2	.....
		B. Roberts C.*	29	20·8	18	11·3	.....	19·7	59.3	14·3
		Spaniard's B. Pond†								
			85·2	65·8	63	21.3	.....	68·4	133.5	14·3
5	Hr. Grace...	Big Pond‡								
		U. Island Cove	32	29·5	25·5	10	.....	33	25·5	.....
		BryantsCove§	26	4·5	12·5	.....	.....	5	8	.....
		Hr. Grace S ...	18·8	17·8	16·5	.....	.....	17·8	11·2	11.2
		Hr. Grace N ..	18	30	44	.....	.....	32·8	42·5	.....
			94·8	81·8	98·5	10	.....	88·6	87·2	11.2

* In operation three quarter. † Lately re-opened.
‡ Register lost when former school was destroyed by fire.
§ Two quarters ; Register defective.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
8·2	5·5	.....	1·8	.....	1·8											
28·6	11·3	5·3	.....	.....	7·6											
2	1·3															
38·8	18·1	5·3	1·8	.....	9·4											
20	10	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	2	
34·5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
33·3	24	7·3	20	.....	23·3	.....	16·7	.....	.....	.....	3	.....	*3	9	3	
87·8	34	7·3	45	.....	23·3	.....	16·7	.....	.....	.....	3	.....	*3	19	6	
24	8·2	6	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	
4	4·5															
25·8	6	2·8	4	.....	5	.....	.....	1	.....	.....	.....	.....	.....	.....	2	
46	24	.....	11	.....	10	.....	.....	2	.....	.....	.....	.....	.....	.....	9	
99·8	42·7	8·8	18	.....	15	.....	.....	3	.....	.....	.....	.....	.....	.....	19	

* Latin.

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities,	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual each No. under 7.	Annual each No. between 7 & 12.
6	Carbonear..	Carbonear.....	...	E. B. Chipman	....	$220 00	11·2	43·2
		Spout Cove.....						
7	Bay-de-Verds.	Bay-de-Verds...	...	Jemima Jeans...	....	$140 00	31·5	15·8
		Grates Cove.....						
8	Trinity B.S.	Scilly Cove.....	....	William Haynes	...	.....	18·5	17
9	Trinity Bay West.....	New Perlican...	...	Ed. Beckford.....	...	$213 50	16·8	39·8
		Hearts Delight	...	S. Humphries.....	...	200 00	28	8
		Shoal Harbor...	...	Levi Williams...	...	120 00		
		Green's Harbor	...	Francis Howell..	...	120 00	5	14
		New Harbor....	...	Moses Parsons..	....	208 00	8	11
		Norman's Cove	...	.....	...	120 00		
		Chance Cove...	...	James Moore.....	...	120 00	12	9
		Hearts Ease....	...	.....	...	220 00		
						1321 50	69·8	81·8

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
19	51·2	22·2	73·4	107	18445	434	42·5	58	.....	80	daily	
6·5	29	24·8	53·8	64	15460	428	36·1	67	.....	65	8	
15	22·5	28	50·5	58	9848	228	43·2	86	.....	100	4	
6·4	19·5	23·5	63	92	16328	426	38	60	.....	60		
1	18	19	37	37	5963	212	28	75				
4	6	17	23	23	1664	104	16	70				
8	16·5	10·5	27	50	6920	400	17·3	64				
1	10	12	22	22	.....	.....	.....	.....	.....	60	3	
20·4	90	82	172	224	30875	1142	99·3	57	.....	.....	3	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
6	Carbonear..	Carbonear	11·8	35	29·2	.....	.....	25·2	28·5	9·2
		Spout Cove...								
7	Bay-de-Verds.	Bay-de-Verds	24	11·2	18·5	.....	.....	27·8	7·2	5·8
		Grates Cove.								
8	Trinity B.S.	Scilly Cove...	16	12	22·5	.....	.....	10	12	.....
9	Trinity B W	New Perlican	17	14	32	.....	.....	11·5	20·2	20·2
		H. Delight...	6	12	19	.....	.....	19	14	12
		Shoal Hr*.....								
		Green's Hr†.	10	5	8	.....	.....	10	2	.....
		New Harbor.	11·2	10·2	5·5	.....	.....	9·8	6·5	5
		Norman's C‡.								
		ChanceCove§	3	11	8	.....	.....	8	7	.....
		Heart'sEase‖								
			47·2	52·2	72·5	.....	.....	58·3	49·7	37·2

*Lately opened. †Register badly kept. ‡No returns. §Register badly kept. ‖No returns.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
26·5	5·2	6	3·2	.....	4	.....	.....	...	...	...	...	...	...	9	3	
7·2	4	.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	9		
14	5	1	1	.....	1	.....	.....	...	...	...	...	...	...	6	1	
13·5	9·5	5·5	5·8	.....	5·8	.....	.....	...	...	...	...	...	...	7	1	
8	5	2														
7																
11·5	3·5	2														
4	5															
44	23	9·5	5·8	.....	5·8	.....	.....	...	...	...	...	...	...	7	1	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual each No. under 7.	Annual each No. between 7 & 12.
10	Trinity Bay North	Trinity	...	J. O'Donnell	...	$365 44	.....	3·4
		Trinity N	...	Arthur Watts	...	158 46	11	49·3
		English Harbor	...	J. S. Collis	...	138 47	5·3	21
		Salmon Cove E	...	Jacob Pitcher	...	164 48	10	20
		Salmon Cove W	...				12	21
		Ireland's Eye	...	Arthur Collis	....	120 00	8	13·2
		British Harbor	...	Henry Gardner	...	140 00	4	12
		Trouty	...	Fred. Gover	...	.....	1	15
		N. Bonaventure	...	Geo. Field	...	153 50	7	32
						1240 35	58·3	1869
11	Trinity B.E	Catalina	...	Wm. Badcock	....	.....	18·5	49·5
		Bird Id. Cove						
12	Bonavista Bay S	Bonavista	....	Misses Bayly	....	$400 00	23	29·5
		Newman's C.	...	Joseph Tilley	....	160 00	8	9
						560 00	31	38·5

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
10·8	10	4·2	14·2	18	4688	408	11·5	80	200	25		
10.2	47·5	23	70·5	82	21388	412	51·9	73				
7.3	14·3	19·3	33·6	42	9120	405	30	89	54			
31	30	31	61	61	4446	222	20	33				
8	26	15	41	41	3510	214	16·4	40	.....	60		
5.5	14·5	12·2	26·7	32	7696	414	18·6	70				
14.8	22	8·8	30·8	35	7686	398	19·3	63				
1	10	7	17	17	1100	84	13	77				
4	26	17	43	43	2600	160	35	81				
92·6	200.3	137.5	377·8	371	62234	2616	215·7	64				
19·5	56·2	31	87·5	113	12518	222	56·4	64				
16·5	32·5	36·5	69	104	11413	230	49·6	72	.....	....	daily	
19	23	13	36	36	3172	234	13·6	38				
35·5	55·5	49·5	105	140	14585	464	63·2	60	.....	....	200	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
10	Trinity Bay North.....	Trinity	2	5·5	5	2·2	.....	.....	14·2	14·2
		Trinity N.....	6	15·2	30	18	.....	24·5	24	.....
		English Hr...	7	8	16·5	9.3	.....	15·3	6·6	2·3
		Salmon Cove E	15	20	26	.....	.....	49	12	.....
		Salmon C. W	10	15	16	.....	.....	33	8	.....
		Ireland's Eye	4·5	7·8	13·5	.....	.....	10.8	7·8	.....
		British Hr....	5·2	10·2	15·2	.....	.....	9·8	6·9	.....
		Trouty.....	.....	6	11	.....	.....	9	.....	.....
		N Bonaventure	10	17	16	.....	.....	19	6	8
			59·7	104·7	149·2	29·5	.....	170·4	85·4	24.5
11	Trinity B. E	Catalina.....	37	17	13·5	.....	.....	24	27·5	19
		Bird Id. Cove								
12	Bonavista B South.....	Bonavista.....	30	20	35	19	.....	50	39	20
		Newman's C..	7·5	5	13	10·5	.....	6	8	.....
			37·5	25	48	29·5	.....	56	47	20

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.												
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
2·8	7·2	4·2	6·8	3·5	6·8	3·8	.....	2·8	1	1	....	1	1†	10	9	1 pair Globes.
18	17·5															
10·5																
6	2															
10	5															
13·5	.....	.....	1	.....	1											
6·5	5	.....	2·5													
7*																
7	6	2	2													
71·3	42·7	6·2	12·3	3·5	7·8	3·8	.....	2.8	1	1	...	1	1	10	9	
21	12	8	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	2‡	
				No Returns.												
35	25	.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	1§	
6	4.5‖															
41	29.5	.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	1	

* One quarter return; school in building. † Trignometry.
‡ For two quarters; in operation only two quarters. § In operation for three quarters.
‖ In operation for two quarters.

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	GENERAL Annual each No. under 7.	No. between 7 & 12.
13	Bonavista Bay West..	King's Cove	...	Hephzi. Stowe..	...	$172 00	12·7	38·7
		Open Hall.....	...	Henry Mills	...	120 00	2·7	13·3
		Kiels.....	...	Samuel Coffin ...	...	160 00	9·5	29·2
		Indian Arm ...	...	Wm Tilley.....	...	120 00	9	14
		Goose Bay.....	...	A. Stares }	...	40 00		
		Seal Cove.....	...	George Prince }	...	120 00		
						732 00	33·9	95·2
14	Salvage.....	Board lately		formed.				
15	Bonavista Bay N	Pinchard's Isd.	....	John Hann.....	....	$160 00	5·5	14·2
		Ship Island.....	....	Jane Oakley.....	....	140 00	5	15·5
		Fair Island.....	....	Chas. Oakley.....	....	160 00	10	17·5
		Gooseberry I'd.						
		Flat Island.....						
		Newell's Island						
		Cape Freels.....						
						460 00	20·5	47·2

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
6·3	28	29·7	57·7	59	17172	424	40·5	70	.....	50		
3·2	8·7	10·5	19·2	29	6628	464	14·5	75	30	30		
5·5	25·2	19	44·2	47	15750	450	35	80				
4	17	10	27	32	6998	476	14·7	54	50	12		
19.2	78·9	69·2	148·1	167	46548	1814	104·7	70				
3·3	12·8	10·2	23	30	8528	450	19	83	60	.....	4	
1	12·5	9	21·5	24	3190	230	14	65	40	25		
3	14	16·5	30·5	43	8925	340	26	85	69	50		
7·3	39·3	35·7	75	97	20643	1029	59	79	.....	.....	4	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
13	Bonavista Bay West...	King's Cove..	5·5	6·2	9·5	9·7	16·7	51	18·2	.....
		Open Hall....	2	2·5	7·2	5·2	2·2	6·2	7.2	.....
		Kiels	10·5	11·7	10·2	11·7	.....	15	15	.....
		Indian Arm...	9	6	4	8	.....	7	·8	3
		Goose Bay } Seal Cove.. }								
			27	26·4	30·9	34.6	18·9	79·2	48.4	3
14	Salvage									
15	Bonavista Bay North.	Pinchard's Id	4·8	4.8	5	5	.....	11·5	1	.....
		Ship Island...	5·5	6	2	3	5	12	6	.....
		Fair Island. .	13·2	11·2	.....	6	.....	12	5·8	5·5
		Gooseberry Id								
		Flat Island....								
		Newell's Is'd								
		Cape Freels..								
			23·5	22	7	14	5	35·5	12·8	5·5

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
9·7	11	9·7	.....	6·7	.....	1	.....	....	....	....	....	....	....	2	4	
7·2	5·2	.....	4·5													
16																
7	4*															
39·9	20·2	9·7	4·5	6·7	.....	1	.....	....	....	....	....	....	....	2	4	
1	·5	1·2	1	1·8	·5	·5	5	....	....	....	....	....	....	....	10	
7·5	4	2·5	.....	1	.....	.....	6†									
8·5	3	1	.....	.....	4.8	.....	6·2									
				No	returns.											
17	7·5	4·7	1	2·8	5·3	·5	17·2	....	....	....	....	....	....	....	10	

*Returns imperfect. †Returns for 2 quarters.

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual each No. under 7.	Annual each No. between 7 & 12.
16	Fogo.....	Fogo Harbor....	...	Martin Stone.....	...	$296 80	14·2	13
		Fogo East	...	Isabella Stone...	...	170 00	4	14
		Barr'd Island ..	...	Jas. Candow	...	208 00	8	15
		Seld.-come-by...	...	Philip Newell ...	....	160 00	2·1	21·2
		Indian Island...	...	Jno. Bartlett	...	160 00	8	19
		Change Island..	...	Jas. Randell.....	...	206 00	.....	.....
						1280 00	36·3	82·2
17	Twillingate	Twillingate S...	....	Mary Colbourne	....	$140 00	22	32
		Twillingate C..	....	Jno. Blackler.....	....	200 00	8	14
		Back Harbor...	....	Mary Pride.....	....	160 00	8	26
		Wild Cove.....	....	Justin Dowell.....	....	200 00	16·3	25·2
		Herring Neck..	....	Geo. Pearce.....	....	200 00	28·5	33
		Clark's Cove...	...	Thos. Conmer....	....	210 40	11·2	18·3
						1110 40	94	148·5

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
8	18·2	17	35·2	39	8180	433	19	50	.....	50	1	
3	8	13	21	21	1936	128	15	71				
36	40	19	59	59	7910	226	35	60				
5·2	17·3	11·3	28·5	37	5876	318	18·4	64	.....	50		
4·5	18·5	13	31·5	46	6342	364	17·6	56	46	50		
.....	25	20	45	45								
56·7	126.9	93.3	220·2	247	30244	1469	105	48	.....	.....	1	
.....	28	26	54	54	2640	80	33	61	54	....	3	
8	16	14	30	30	1373	70	20	66	.....	57	4	
6	14	26	40	40	7680	240	32	80				
4	20·3	35·2	45·5	48	8694	322	27	59	80	.....	1	
8·7	28	42·2	70·2	82	17918	353	33·7	48	.....	73	1	
23·7	26·5	26·7	53·2	84	12912	380	34	64	.....	86	8	
30·4	132·8	160·1	292·9	338	51217	1445	179·7	61	.....	.....	17	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
16	Fogo	Fogo Harbor.	4·2	10·8	13·2	7	.....	12·5	14·2	6·5
		Fogo East*...	4	14	3	.....	.....	9	3	.....
		Bar'd Island†	15	25	9	.....	.....	15	19	8
		Sel.-come-by.	10	12	15	.....	.....	4·5	13·5	.....
		Indian Island	10	13	19	.....	.....	13	19	5
		Change Isl'd‡								
			43·2	74·8	59·2	7	.....	54	68·7	19.5
17	Twillingate	Twil'ngate S§	15	21	18	.....	.....	13	10	.....
		Twil'ngate C‖	9	10	6	5	.....	15	15	
		Back Harbor¶	6	10	24	.....	.....	20	12	32
		Wild Cove *a*..	9	13·7	.....	.....	.....	13·6	6.3	.....
		Herring Neck	27·5	23·7	18	.....	.....	10·5	8·5	6·2
		Clarke's Cove	11·7	12	10	13·5	.....	25·5	17·5	11·5
			78·2	90·4	76	18.5	.....	167·6	69.3	49·7

*In operation one quarter. †Register not accurate. ‡Register badly kept.
§In operation three quarters. ‖In operation one quarter. ¶Returns for two quarters.
*a*In operation three quarters.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
8	6·2	4	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	1	
3																
19	2															
15	6															
10	5															
51	19·2	4	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	1	
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18		
12																
9·3	4·7	4·7														
14·3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	1	
10·5	7·2	11	3·7													
59·1	11·9	11	3·7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74	1	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual average each No. under 7.	Annual average each No. between 7 & 12.
18	Exploits....	Moreton's Hr... Dominion P't... Leading Tkls... Ward's Harbor.	...	Thos. Alcock....	Board lately formed.			
19	Notre Dame Bay N.....	Tilt Cove.....	....	Augustus Coffin	....	$320 00	14·3	27·3
		Shoe Cove.....	....	Alfred Pearce....	....	145 00	7	7
		Round Harbor.	....	Sarah Colbourne	....	140 00	6	17
		Burying Place..	....	—— Barnes	....	120 00		
						725 00	29·3	51·3

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
22·1	38	25·7	63·7	74	15488	336	45·8	72	.....	98		
5	9	10	19	19	3812	214	18	95				
1	9	15	24	24								
28.1	56	50·7	106·7	117	19220	550	63·8	60				

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
18	Exploits	Moreton's Hr.								
		Dominion Pt.								
		Leading Tkls.								
		Ward's Hr								
19	Notre Dame Bay N	Tilt Cove*....	11·7	15	13	12·3	8·3	43·7	30	17·3
		Shoe Cove...	5	4	10	.....	.....	3	11	4
		Round Hr†...	3	11	10	.....	.....	15	9	.....
		Bury'g Place‡								
			19·7	30	33	12·3	8·3	66·7	50	21.3

*In operation three quarters. †In operation one quarter. ‡No returns.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
17·7 3 7	8·7 9	9	11·7 4	9	8·7 5	.....	.....	...	...	...	...	...	...	13	1	
27·7	17·7	9	15·7	9	13·7	.....	.....	....	....	....	....	....	....	13	1	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	GENERAL. Annual average No. under 7.	No. between 7 & 12.
20	Ferryland..	Aquaforte.....	....	Mrs. Winsor.....	....	$40 00	·5	5·8
		Ferryland.....	....	Miss Winsor.....	....	60 00	1·8	2·5
						100 00	2·3	8·3
21	Placentia Bay...	Harbor Buffett	...	Wm. Long.....	...	$220 00	Only lately	
		Isle Valen... } Tax Beach... }	...	Phœbe Collett..	...	100 00	3·5	9·5
							4	9
		Bain Harbor....	....	George Seymour	...	164 00	12·5	13·2
		Oderin.....	....	Caroline Bayly..	...	128 00	4	14
							24	42·7
22	Burin.....	Burin.....	....	Thos. Bradley....	....	$240 00		
		Port-au-Bras....	....	Ellen Bennett....	....	80 00		
		Rock Harbor....	....	Isabel Hooper....	....	60 00		
						380 00		

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
3·2	5·3	4·2	9·5	14	2225	356	6·7	65	13	30		
7·2	2	9·5	11·5	16	4719	372	8·2	71	13	40		
10·4	7·3	13.7	21	30	6944	728	14·4	69	26	70		
re-opened.												
1·5	5·5	9	14·5	20	2210	170	13	89				
3	9	7	16	16	2697	174	14·5	90	.....	....	3	
9·8	12	23·5	35·5	44	9509	424	22·1	62	.....	30	....	3
6	12	12	24	24	3690	246	15	63	27			
20·3	38·5	57·5	90	104	18106	1014	64·6	72	.....	....	3	3

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
20	Ferryland..	Aquaforte.....	.....	.....	.....	.....	.....	3·5	6	
		Ferryland	3	2·5	6	.....	.....	2·5	9	.....
			3	2·5	10	.....	.....	6	15	.....
21	Placentia Bay	Hr. Buffett*..								
		Isle Valen†...	6·5	8	.....	.....	.....	11·5	3	5·5
		Tax Beach†..	7	9	.....	.....	.....	13	2	7
		Bain Harbor.	6·2	14	14	.....	.....	11·2	14	.....
		Oderin‡	7	8	9	.....	.....	14	9	.....
			26·7	39	23	.....	.....	49·7	49.7	12·5
22	Burin	Burin§.....								
		Port-au-Bras‖								
		Rock Harbor¶								

*No School opened. †Two quarters; returns *vide* inspection reports. ‡Open 2 quarters. §No returns. ‖Not open. ¶Not open.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.												
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	
7·5 10 15·5 5	8															
38																

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual each No. under 7.	Annual each No. between 7 & 12.
23	Lamaline....	Lamaline.....	....	.....	....	Lately	re-op	ened
24	Fortune Bay	Harbor Briton..	...	Ada Bulley.....	...	$120 00	7·3	14·3
		English Hr.....	....	Joshua Pitcher...	....	160 00	17	14
		Rencontre.....	....	Maria Cook.....	...	40 00	6	8
		Sagona.....	....	T. W. Bulley.....	...	160 00	16·2	28·3
		Bay l'Argent...	....	Wm. Miles.....	....	120 00	13	12
		Long Harbor..	...	T. Moulton.....	...	160 00	6	16
		Brunett	...	Mary Galpin	...	50 30	6	7
		Point Enrageé.	....	Ann May.....	...	60 00	8	11
		Hermitage C...	....	John Jackson ...	....	160 00	6	12·5
		Pass Island.....	....	John Grushy.....	....	160 00	8	10
		Furby's Cove...	...	Mrs. McDonald..	...	40 00		
		Coomb's Cove..	...	John Courage...	....	156 00	5	8
		Grole	...	John Jackman...	...	.....	15·5	11
		Gaultois.....	...	Louisa Carter....	...	.....	.....	.....
						1386 30	114	152·1

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
3·4	14	11	25	35	6496	320	20·3	81	.....	100	3	3
.....	11	20	31	31	2268	108	21	68	.....	35		
10	14	10	24	24	2380	140	17	70				
7·5	31·8	20·2	52	67	9354	449	21	41	.....	53	4	
.....	18	7	25	25	2600	130	20	80				
9	20	11	31	31	3000	120	25	80				
.....	8	5	13	13	1200	120	10	77				
5	10	14	24	29	2088	116	18	50				
7	17	8·5	25·5	32	3774	204	18·5	90	.....	55	6	
1	10	9	19	19	1440	96	15	79				
2	5	10	15	15	1142	120	9·3	63	.....	42	2	
3·5	13	17	30	33	2218	113	19·6	63	.....	42	1	
.....	9	18	27	27	2216	120	18·4	70				
48.4	180·8	160·7	341·5	381	40176	2156	233·3	68	.....	....	16	3

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
23	Lamaline....	Lamaline*								
24	Fortune Bay	Hr. Briton†..	6	4·3	13·3	.....	.....	12·8	11	11
		English Hr‡..	8	9	14	.....	.....	6	11	9
		Rencontre§...	5	3	16	.....	.....	3	9	.....
		Sagona.....	18·5	12·5	21·2	.....	.....	35·5	16·5	.....
		Bay l'Argent§	8	9	8	.....	.....	5	3	3
		Long Harbor.	6	9	16	.....	.....	11	13	5
		Brunett§	3	4	6	.....	.....	6	5	.....
		Pt. Enragee§	2	2	20	.....	.....	12	12	12
		Hermitage C..	8·5	8	9	.....	.....	13·5	12	3·5
		Pass Island§..	7	3	9	.....	.....	7	4	.....
		Furby's Cove. Comb's Cove¶	6	4	5	.....	.....	7	4	.....
		Groal	16·5	10	.....	.....	.....	21	4·5	.....
		Gaultois¶	4	7	12	.....	.....	8	10	7
			98·5	84·8	149·5	.....	.....	147·8	115	50.5

*Closed; teacher dead. †In operation three quarters. ‡Returns incomplete.
§Returns unavoidably imperfect. ¶Open one quarter.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
17·8	.....	.....	18	.....	13·8	.....	.....	.....	.....	.....	.....	.....	.....	10	6	1
5	4	1	3	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	
9	3	.....	5	.....	4											
10·2	7·2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	4	
4	1															
5	5															
8·5	1·5	.....	1·5	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	9		
5	.....	.....	3	.....	1											
4	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1	
6	4	.....	7	.....	7											
87·5	28·7	1	37·5	.....	30·8	.....	.....	.....	.....	.....	.....	.....	.....	30	16	*1

*Diagram.

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual each	
							No. under 7.	No. between 7 & 12.
25	Burgeo.....	Burgeo.....	...	Ma. Cunningham	...	$240 00	12	41
		Upper Burgeo..	....	Martha Webber.	....	120 00	7	8·5
		Hunt's.....	....	Wm. Caswell....	...	120 00	3·7	10
		Ramea						
		Rencontre.....	....	Elizabeth Reeves	...	148 00	6	21
		New Harbor...	....	Eliz'th La Fosse	....	40 00	2	12
		Richard's Hr...	...	Maria Cock.....	...	60 00	3·8	10·4
						728 00	34·5	102·9
26	LaPoile.....	Rose Blanche..	....	Harriet Sorsoliel	....	$200 00	11	20·7
		LaPoile	....					
		Hr. LeCou.....	....	Miss Reeves	....	96 00		
						296 00		

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
15	34	34	68	68	13768	441	31·2	46	130	100	daily	
5·8	13·8	7·5	21·3	23	.....	.....	.....	.....	.....	.....	3	
5	10·2	8·5	18·7	20	6150	441	13·9	74	40	40	8	
3	18	12	30	33	8088	402	20·1	67	42	35	2	
13	11	16	27	27	4211	224	18·8	70	.....	....	4	
3.8	8	10	18	21	.....	.....	.....	.....	.....	....	3	
45·6	95	88	183	192	32217	1508	84	46	.....	.....	220	
16·7	24	24·3	48·3	71	16598	430	38·6	80	.....	50	11	7

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
25	Burgeo.....	Burgeo.....	16	21	13	18	.....	13	18	.....
		Upper Burgeo	.....	.....	.....	.....	.....	9	8·2	
		Hunt's.....	15	5	.....	.....	.....	6	4	
		Ramea.....								
		Rencontre.....	4	9	17	.....	.....	23	12	.....
		New Harbor..	7·8	.....	.....	.....	.....	3·5		
		Richard's Hr..	15	.....	6	.....	.....	2		
			57·8	35	36	18	.....	56·5	42·2	.....
26	LaPoile	Rose Blanche	11	10·3	12	10	.....	18	19·3	19·7
		LaPoile								
		Hr. LaCou*..								

* School opened. No returns.

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
20	10	.....	.....	.....	.....	.....	18	...	...	...	...	...	...	....	7	
13	2															
33	12	.....	.....	.....	.....	.....	18	....	....	....	....	....	....	...	7	
8	9.3	6·7	19	.....	19	.....	10·3	3·7	1	....	....	....	...	20	1	

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Annual average attendance	
							No. under 7.	No. between 7 & 12.
27	Channel.....	Channel.....	...	Wm. Reeves.....	...	$240 00	.....	.....
		Burnt Island...	....	F. Braithwaite..	...	120 00	6·2	15·2
		Isle-au-Morte ..	....	Jas. Walters.....	...	120 00	2	7
		Cape Ray.....	....	Jno. Hardley.....	...	120 00	1·2	7·5
		Codroy.....	....	Jas. Hutchings.	...	200 00	20	26·5
						800 00	29·4	56·2

EDUCATION.

TABLE C.

OF ENGLAND BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

average number registered quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
.....	28·2	20·3	48·5	54	14303	427	33·5	69				
.....	16·5	5	21·5	26	7010	433	16·2	75				
4·2	8·5	4·8	13·3	18	3821	466	8·2	62				
1·8	5·8	4·7	10·5	20	3608	438	8·2	98	.....	25		
9·5	38·8	17·3	56·1	66	18045	438	41·2	74				
15.5	97·8	52·1	149·9	184	46787	2202	107·3	73				

EDUCATION.

TABLE C.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER CHURCH

Average Number of Pupils in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
27	Channel.....	Channel								
		Burnt Island.	5·7	9·7	5	1	.....	18·7	5	.....
		Isle-au-Morte	.....	.....	.....	.....	.....	20	16	
		Cape Ray.....	4·5	3·8	2·8	.....	.....	6·8	3	8
		Codroy	7	.....	.....	.....	.....	7	38·8	9·5
			17·2	13·5	7·8	1	.....	49·5	62·8	17·5

EDUCATION.

TABLE C.

OF ENGLAND BOARDS, FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number Maps in School.	Other apparatus.
15·2																
4·2	8	1	.....	.....	5											
19·4	8	1	.....	.....	5											

EDUCATION.

TABLE D.

ACADEMIES, GRAMMAR AND TRAINING SCHOOLS,

Name.	Directors.	Income.			Financial	
		Balance on hand June 30, 1875.	Grant for general purposes.	Fees.	Voluntary contributions.	Receipts from other sources.
Church of England Academy.	Lord Bishop of Newfoundland. Sir H. Hoyles, Chief Justice. Judge Robinson. Hon. F. B. T. Carter, Q.C. D. W. Prowse, Esq., Q.C.	$21 58	$2667 24	$849 95	.....	.....

EDUCATION.

TABLE D.

FOR THE YEAR ENDED JUNE 30, 1876.

STATEMENT.			EXPENDITURE.							
Total Income.	Bal. if overdrawn.	Balance if over-drawn June 30, '75.	Salaries to Teach-ers.	Am't paid Secretary	Am't paid for books, maps, apparatus.	Incidentals, Fuel, Insurance.	Repairs and rents.	For build'g purposes	Total Expenditure.	Balance on hand, June 30, 1876.
$3538 77	....	.....	$2232 23*	....	.....	$69 80	$518 34	....	$2820 37	718 40

* N.B.—Error in payment corrected in next account $18.96.

EDUCATION.

TABLE D.

ACADEMIES, GRAMMAR AND TRAINING SCHOOLS,

GENERAL

Name.	Principal and Teachers.	Salaries.	Annual average No. registered each quarter.						Whole number under tuition during the year.	Attendance.			Pupil Teachers.		
			No. under 10.	No. between 10 & 14.	No. over 14.	No. of boys.	No. of girls.	Total pupils.		Total attendances morning and afternoon by all pupils.	Times the School has been open.	Average attendance.	Males.	Females.	Total.
Church of England Academy.	Rev. J. F. Phelps.	$901 86 } $849 95 Fees.													
	T. O. Jones.....	461 46													
		$2213 27	...	...	...	48·8	...	48·8	65	.....	.....	...	10	.....	10
Central Training School.	J. W. Marriott, Superintendent.												4	2	6
	D. Currie. Miss Lundy.										Total.....		14	2	16

EDUCATION.

TABLE D.

FOR THE YEAR ENDED JUNE 30, 1876.

STATISTICS.

Number of Pupils in the different Branches of Instruction.

No. of examinations in the year.	No. in Reading, Spelling and Dictation.	No. writing on copy-books.	No. in Drawing.	In Arithmetic.	In Mensuration.	In English Grammar.	In Composition and Elocution.	In History.	In Geography.	In Book-keeping.	In Geometry.	In Algebra.	In Navigation.	In Trignometry.	In Natural History.	In French.	In German.	In Spanish.	In Latin.	In Greek.
1	48·8	48·8	48·8	48·8	12	48·8	20	48·8	48·8	10	.....	.....	.....	.....	.....	16	...	3	25	7

EDUCATION.

TABLE E.

PUPIL TEACHERS IN COURSE OF TRAINING DURING THE
UNDER CHURCH OF

Board of Examiners.		Names.	Where being Trained.
Rev. J. F. Phelps.	1	Nath. LeMoine*....	Church of England Academy
	2	Samuel Daw.....	"
Rev. A. C. F. Wood, M. A.	3	John Blackler	"
	4	Henry Harvey.....	"
	5	Ed. Snelgrove.....	"
Rev. F. R. Murray.	6	Arthur Gardner....	"
	7	Charles Belbbin.....	"
J. W. Marriott, Esq.	8	William Gabriel.....	"
	9	George Crane.....	"
The Superintendent of Education for the Denomination.	10	Luke Pittman.....	"
	11	William Long.....	Central Training School .....
	12	William Pearce.....	"
	13	Robert Mundy.....	"
	14	George Adams	"
	15	Elizabeth Crocker.	"
	16	Emma Garland.....	"

* This Pupil Teacher, on being allowed by the Government to proceed to England to complete his Education, entered into a Bond to serve in a Public School of the Church of England, in this Colony, after completion of studies, and in case of default to pay the sum of $120 to the Colonial Secretary of this Colony.

EDUCATION.

TABLE E.

YEAR ENDED JUNE 30, 1876, FOR PUBLIC SCHOOLS, ENGLAND BOARDS.

Date of Admission.	Amount Voted.	Remarks.
September 9, 1872	$58 00	In England
" 1873	116 00	
October, 1873	116 00	In charge of school at Twillingate.
January, 1875	116 00	
September, 1875	116 00	
January, 1876	58 00	
" 1876	58 00	
April, 1876	49 30	
" 1 1876	29 00	
June, 1876	7 00	
October 1873	116 00	In charge of School at Harbor Buffett.
September, 1874	116 00	
November, 1874	116 00	
January, 1875	116 00	
July, 1875	107 00	
April 1, 1876	20 00	
	$1314 30	

EDUCATION.

PART III.

VISITATION AND INSPECTION.

The Statistical Tables (Part II.) being the work of our schools down to June 30, 1876. The part now to be furnished brings it down to December 31st, 1876.

I have already observed that I regard the work of this year as preparatory, chiefly in making teachers acquainted with the provisions for grading their schools, and with my mode of proceeding in the examination of them. And in the prosecution of this work, I have visited during the year now closed nearly all the school settlements in the extensive Bays lying between St. John's and Channel; and with the exception of those in Bonavista Bay, and about four in the district of Trinity Bay north, nearly all those between St. John's and Cape John, embracing almost a complete visitation of the whole island.

The state and condition of many of our schools, as regards qualification, being so similar, and the remarks applying to one applicable also to many, I have, in order to prevent needless repetition, and presenting bald and uninteresting details, preferred rather to present somewhat of a summary of the educational operations of each district, singling out, where necessary, schools for particular remark:

I commence with the Church of England Academy.

CHURCH OF ENGLAND ACADEMY.

This being the chief school in the colony, under the direction of members of the Church of England, and being liberally subsidized by the Legislature, it is not unnatural to expect that such an institution should be as complete as possible in all educational appliances; and one in which every endeavour is made to provide for the superior instruction of our youth in their due preparation for the business paincipally of a commercial city, and if need be, the professions.

EDUCATION.

The Academy is divided into an upper and a lower school, in the former of which the fees are £8 8s. 0d., and in the latter £4 4s. 0d. per annum, with an additional annual charge of 10s. for coal, pens and ink, &c. The course of instruction comprehends in the lower school English grammar and composition, writing, arithmetic, book-keeping, modern history and Geography, and other branches of an English education. In the upper school (besides the above subjects) Latin, Greek, French, Ancient History and Geography, Algebra, Geometry, Trignometry, Land Surveying and Navigation.

The building in which the business of instruction has for many years been conducted becoming too small for the increasing number of pupils, the Directors have, with a view of further extending the benefits of the Academy and of lowering the fees, afforded larger and improved accommodation by the erection of a most suitable and comfortable school room, and one in which, when fully furnished with desks, graduated as to height, a liberal supply of maps, physiological diagrams, charts, illustrative of natural philosophy, and a pair of globes, the work of the academy will be largely facilitated. The Directors have lately imported a small number of Moss's patent dual school desks, held in high estimation in England, of an admirable plan and construction, to take the place of the old and antiquated ones now in use; and I hope that nothing will deter them from fully equipping the school with them, together with other very necessary apparatus.

With a view of making the examination as complete as possible I submitted all the pupils to a written as well *viva voce* examination in all the subjects which had formed the curriculum of instruction during the term then closing.

The examination on the whole was satisfactory; the papers in the Upper School were very creditably done, and exhibited considerable care and thoughtfulness, but the result in the lower school was not so satisfactory.

In the classical department, no pains have been spared to make this part of the school work thorough and intelligent; the pupils shewing a very respectable amount of progress in Latin, displaying correctness in translation, a fair familiarity with grammatical forms, and an intelligence in subjects read. In fact this part of the examination was a recreation rather than a task, and affords the highest proof of the care taken in its

EDUCATION.

preparation. The subjects read were Horace, Odes, lib. II., Cæsar, De Bello Gallico, lib. IV. and Phædrus.

But while eulogising the school in this department, I may venture to suggest that this excellence is purchased by perhaps too much of the time of the head master.

All the pupils in the upper division, with a slight exception, passed well in English history and in the Geography of Newfoundland.

The arithmetic and algebra were also exceedingly well done, shewing that great care had been taken to illustrate principles and secure intelligence at each step. Difficult sums in vulgar and decimal fractions were worked with ease, as well as sums in algebra as far as quadratic equations.

The writing requires attention. Specimens of very creditable free hand-drawing were shown, and the composition, dictation and spelling were good.

English Grammar is about to receive, as it deserves, more attention, the proficiency in this subject not being so marked as in the former ones; and I am glad to be able to add that a more systematic course of home lessons is now about to be inaugurated.

The papers in the lower division were too meagre, and the subjects not very well known.

I would recommend for use throughout the school the higher standards of Royal Readers, and a more careful supervision of the lower division.

EDUCATION.

DISTRICT OF ST. JOHN'S.

SCHOOL HOUSES.

There are fifteen schools in this district, all on the whole, somewhat above the average being fairly comfortable and cheerful, and furnished with books and needful apparatus. A new school has been erected at Pouch Cove, at the expense of the Board, and the school room at Middle Bight is in process of considerable improvement and enlargement, while the school at the south-side of St. John's has already been considerably enlarged by the sole energy of the Rector of St. Mary's. A new school also has been built at the Goulds, mainly by the people, assisted by the Lord Bishop of Newfoundland, and now taken under the direction of this Board, whose funds will be considerably strained to meet the expense of supporting it. Estimates and plans have also been made for the erection of a suitable building in a more eligible situation at the east end of St. John's, but the funds of the Board at present will not admit of the design being executed.

QUALITY OF TEACHING, &c.

The teachers are all faithful in the discharge of their duties, and have generally afforded me much gratification. The successful conduct of the St. John's west-end school calls for special notice. The children are under efficient discipline, and well grounded in reading, spelling and arithmetic, with a fair knowledge of grammar and geography in the first and second classes. The recitation of the first class was good. The schools on the South shore are satisfactorily conducted, and the teachers earnest and efficient. The fluctuating nature of the population of Quidi Vidi necessitates a change in the arrangements for that place. At my last inspection only seven were present out of fourteen registered. A winter school for the benefit of children living at the White Hills and places adjacent would be a great boon. The teacher of this could also undertake the Quidi Vidi school in the summer months. The chief teacher of the east-end school (St. John's) is at present absent from ill health, and the school has suffered in consequence.

EDUCATION.

The other schools calls for no special remark, being much on a par with each other, and of the ordinary type. All the schools are much indebted to an intelligent oversight of a diligent Board.

DISTRICT OF BRIGUS.

BUILDINGS.

Three neat, commodious and comfortable school houses, each having a teacher's residence adjacent or attached, are under the management of this Board. The school at Burut Head has been lately built.

TEACHING.

The school master at Burnt Head was ill at the time of my visit, and no inspection took place; but I am satisfied of his ability to conduct an elementary school, having in the previous year been pleased with his work at Salmon Cove. The teacher at Clark's Beach lacks punctuality—a cause which contributes no doubt to the low and irregular attendance of his school.

DISTRICT OF PORT-DE-GRAVE.

A new and commodious school house has been built at Bareneed, with teacher's residence attached, in the place of a dilapidated and unhealthy one, and the work of education cannot fail to be greatly improved by it. It was in building at the time of my visit. I was much pleased with the improved condition of the school at Hibbs' Hole, while I saw at North River school nothing special to notice, save the prevailing blanks of absences in the register.

EDUCATION.

DISTRICT OF BAY ROBERTS.

An improvement in educational matters was manifested since my former visit. The quondom Commercial school is being considerably enlarged to meet the pressing demand for admission. An addition, affording accommodation for a teacher, has been made to the school at Spaniard's Bay pond, and a new one is in process of erection, of the required standard, at the increasingly important settlement of Coley's Point. The schools are all largely attended, fairly supplied with apparatus, save black-boards. and are well placed. I shall be glad to report the erection of the very necessary out-houses.

With no school have I been more generally satisfied than with the first mentioned; as from the lowest to the highest class there was a complete graduation, the reading writing, geography good; arithmetic and dictation very good; discipline excellent. Four boys showed acquaintance with Latin accidence. This school stands first of all Board Schools under my superintendence. The master, holding a first-class certificate from the Board of Trade for both sailing and steam, conducted a successful navigation class during the winter, but the numbers were not so large as the opportunity seemed to anticipate. The teachers of the other schools are diligent and painstaking. I inserted my impressions of each school in the visitor's book where such had been provided.

The Royal Readers are partly in use in these schools.

DISTRICT OF HARBOR GRACE.

There are five schools under the management of this Board, four of which are creditable buildings. I was particularly struck with the neat and suitable arrangements of the school on the South side of the town of Harbor Grace, especially in the matter of desks, all facing the teacher's, and being furnished with seats with backs. I have urged the chairman to effect like improvements in all their schools. A new school house has been built at Big Pond to supply the place of one destroyed by fire; and a new one is very sadly wanted at Bryant's Cove.

I have already referred to the judicious arrangement of this Board in the matter of needlework, and have pleasure of reporting further that all the schools are well supplied with books, but lacking in black-

EDUCATION.

boards and maps. The teachers are nearly all efficient; the ones at Harbor Grace North and Upper Island Cove manage their schools well with fair results, though a more careful use of Time Tables and the Royal Reader will effect greater improvements.

CARBONEAR.

The school in this town owes much of its success to a punctual and efficient Chairman; its discipline is good, but the attainments of scholars on the day of examination rather low. The room seemed too dark, especially for writing, and would be much improved by the desks being arranged to face that of the teacher's. A new school house is in course of erection at Spout Cove.

BAY-DE-VERDS.

The business of this school will be greatly facilitated by the introduction of the Royal Readers and with desks arranged as recommended above.

The standards of attainments is low, but as my visit was at the height of the fishing season, only the smaller children were present. A new school is about to be erected at Grates Cove.

TRINITY BAY WEST.

By means of this special grant this district has been able to secure property exceeding the amount apportioned it for that purpose, the people in the settlements, hereafter mentioned having contributed largely by voluntary labour and materials. New schools have been built at Scilly Cove, Shoal Harbor (here with teacher's residence adjoining), Green's Harbour and New Harbor, and the school at Heart's Delight is in process of enlargement. The average attendance in all these schools is low, and as a consequence the attainments of the majority of the scholars are low also. The copy-books and arithmetic of the New Perlican school were neat and well executed. The school at Heart's Delight is in a very creditable state, and bids fair to become one of our best, under the charge of the teacher before referred to, Mr. Goodchild. The registers of Green's Harbour and Chance Cove schools were very imperfect. The Royal Readers are used in some of these schools. I did not visit the school at Heart's Ease.

EDUCATION.

TRINITY BAY NORTH.

The school accommodation in this district is being considerably improved by the erection of new buildings at English Harbor and Trouty, and might further be most advantageously extended by the erection of one at Salmon Cove. The school at present there is poor in the extreme, and was lumbered up with flour barrels at the time of my visit. The school at Trinity, north side, will be improved by the erection of out-houses, being at the present time untidy and neglected.

The standard of attainments is low, even in the usual branches, attributable to poor buildings and irregular attendance, as well as to the sad want of a larger supply of books, cards, maps and black-boards. Two of the teachers were away from their schools during the time of my visit. The former Commercial School is much more intelligently conducted, but though the teaching power is good, and the result very fair, it does not appear to be sufficiently appreciated. This school possesses the only pair of globes to be found in schools under my superintendence.

TRINITY EAST.

Catalina will shortly have the benefit of a new, commodious, and healthy school room, in exchange for a poor, worn out antiquated one. A large attendance is made here in the winter, and during my visit in November sixty-six were present, acquitting themselves very fairly in reading and spelling, but requiring much attention in arithmetic, and writing. The teacher is competent, and with a little more experience in school management, will prove a successful one.

A small school supported by this Board, at Bird Island Cove, is attended by few, with limited qualifications.

BONAVISTA BAY SOUTH.

There is good school house accommodation at Bonavista and Newman's Cove, and the Chairman has made vigorous efforts to procure a good teacher for the former place, and I am happy to say that one having both English and Colonial experience will commence operations in the spring.

EDUCATION.

The examination showed moderate proficiency in reading, writing and arithmetic.

FOGO.

The school houses at Barr'd Island, Seldom-come-by and Indian Islands, are commodious and comfortable; the one in Fogo harbour requires enlargement, and a new one is sadly wanted for the Eastern Tickle. The school at Change Islands is in course of enlargement. All the schools need more blackboard surface.

I noticed irregularities in the keeping of the Registers at Barr'd Island and Change Islands, and have little to say for the proficiency of either school. The teacher of the latter place has resigned, and is succeeded by one competent and active; and I have no doubt of its success. The Teacher of the harbour school is conscientious in the performance of his duties, but as yet the pupils are not so advanced as could be wished; but there is an improvement since my last visit. The changes made in the educational boundaries of Bonavista N. and this district will be found most advantageous in their practical operations, as the vexed question of the Cat Harbor school is settled, and arrangements for its conduct left with the former Board. The necessary outhouses to these schools are much required.

TWILLINGATE.

The new school, for the benefit of the children living at Crow Head and Wild Cove, is in course of construction, suitable and commodious. Ample accommodation is everywhere else provided for this district; but from apathy and indifference the results are neither commensurate with the teaching power employed, nor with the persevering efforts of the Chairman and other members of the Board. There are competent teachers employed, and ample school requisites furnished. The school on the South side, conducted by W. Blackler, a teacher trained in St. John's, is not sufficiently appreciated. The school of the Colonial C. C. Society is successfully conducted under a competent teacher. The school at Clarke's Cove (Herring Neck), deserves mention for its moderate proficiency in arithmetic, singing and drill.

EDUCATION.

EXPLOITS.

A new school has been built at the Leading Tickles, almost entirely by the inhabitants, encouraged and stimulated to completion of it, by my visit in 1875; and I am happy to be able to say that a school is now in operation, where no regular teaching was ever done before, although the people number three hundred. A new school house has also been built by the proprietors of the mill at Dominion Point, but as yet only a night school has been kept in it. It will be seen by reference to Table C. that no statistics have been furnished for reasons already given.

NOTRE DAME BAY NORTH.

A new school house is now completed at Round Harbor at no expense to the Board, but largely indebted to the energy and perseverance of the Rev. W. Smith and Messrs. Colton and Collins. It will be a valuable acquisition to this settlement, hitherto also deprived of all educational advantages. I was much pleased with the result of the first five months work. The school at Tilt Cove, largely assisted by the proprietors of the Tilt Cove Mining Company, is conducted by Mr. Coffin, a teacher trained in St. John's, and is well supplied with books, but lacking in maps. The result of the examination was satisfactory; fair care had been taken with the reading, spelling and writing, while the arithmetic, with a few exceptions, was not so good. The discipline of the school would be much improved by a certain amount of drill, as a part of the school routine.

The spirited proprietors of the Bett's Cove Mine have established, at their own cost, a school for the children of their employees, under a teacher from Nova Scotia; and I was pleased with the general deportment of the pupils, and the apparent capability and efficiency of the teacher. The school at Shoe Cove is of the ordinary type, with an average of from twenty to thirty pupils.

The property question of this district, having only lately been adjusted, for want of the revised census, the schools at Nipper's Harbor and Burying Place have not been regularly opened for some time.

EDUCATION.

PLACENTIA BAY.

The schools in this district are not of more than very moderate proficiency. The one at Harbor Buffett had been closed for a whole year previous to my visit; and I deemed it prudent to call a public meeting and addressed it upon the matter, and am happy to be able to report, that at the solicitation of the people my endeavours to secure a teacher were attended with success, and that he is going on satisfactorily. The school at Bain Harbor is going on, under its present teacher, with fair success; and those at Tax Beach and Isle Valen, conducted by one teacher, who devotes six months to each, are both of very poor attainments. New schools are in course of erection at Harbor Buffett and Bain Harbor, and another is required at Oderin.

LAMALINE.

I was unable by adverse weather, without entailing a loss of much valuable time of the summer, during which alone the greater part of the work of inspection can be prosecuted, from reaching this important settlement. At my visit in the year before the teacher was ill, has since died, and been succeeded by another after a long interval. The erection of a new school is in contemplation.

BURIN.

The schools at Rock Harbor and Port-au-Bras—the former reopened after an interval of four years, and the latter, after one of two and a half years—are much below the average, and at my visit in the summer were poorly attended.

The principal school under this Board is at Burin, and under the management of a very competent teacher, who, at my visit, though recently appointed, had raised the school in quality and number. The qualifications of scholars in all subjects were low, but under the good discipline and instruction the school cannot fail to be greatly improved. The forms are too high and the desks too slanting, and the business of the school will be more easily conducted with the introduction of blackboards, and the sanitary condition of the premises improved by the erection of the very necessary outhouses.

EDUCATION.

FORTUNE BAY.

There were fourteen schools in operation in this district, during the year ending June 30, 1876, but up to this date the number has been increased to seventeen. For the most part the schools are comfortable and cheerful; those at Harbor Briton, Sagona, Comb's Cove, Garnish, English Harbor, Grole, and Pushthrough, being well adapted to school work, and when more liberally supplied with blackboards and easy cards, will make the business of the teacher lighter. I am glad to report the introduction of the Royal Readers into these schools and hope for good work next year. The difficulty of keeping all the schools in operation simultaneously, for want of suitable teachers, is the great drawback to their proficiency; but it is a difficulty we cannot cure at once. The Garnish school has been re-opened after an interval of more than a year; and as the teacher is well spoken of I have good hope of faithful work being accomplished. He had gone for his family at the time of my visit. The children at Harbor Briton are well taught under a mistress, who has had some English training, and their proficiency was much above the average—their knowledge of grammar and geography, besides, that of the usual branches was pleasing; and the routine of the school provides for singing and drill, both of which were good. The lower classes of the Sagona school require more attention and the school room at Pass Island to be kept clear of boxes and tools. I have little to say for the proficiency of the schools at Pushthrough, Grole, Pass Islands and Hermitage Cove; but I hope that with the introduction of the new books and the carrying out of my suggestions to report improvement. Much is done by way of voluntary contributions in this district by the people; for although no returns are given under this head in the financial statement, I have before me papers by which it appears the people in six different sections in this bay have contributed towards teachers' salaries, nearly by as much as that voted by the Boards for the same. I have to report also the erection of outhouses to most of the schools, and the building of new school houses were required, particulars of which I hope to furnish in my next report.

BURGEO.

A new school house is being erected with small help from the Board at Rencontre and is sadly needed. The progress of the scholars was considerable. The school at New Harbor adjacent was

EDUCATION.

closed by reason of an epidemic. The accommodation at Ramea is fair, but no teacher can be found suitable to take it. I am hoping to be able to procure one by the summer. The school at Burgeo is about to be enlarged to meet the requirements of this increasing settlement. It is one of the best conducted schools under my inspection—, the discipline good and the attainments of scholars very fair indeed, the pronunciation as good as any I have heard in the Island. There were sixty-six present who went through their exercises in drill and singing with credit. The school is much indebted to the constant care and visits of the Chairman of the Board. A useful school, but of very moderate pretensions, is conducted at Hunt's, and with the use of the lower standards of the Royal Readers will be much improved. The school at Upper Burgeo is satisfactorily conducted.

LAPOILE.

A neat, commodious and well conducted room has now been finished at Rose Blanche, to supply the place of an old, leaky, unhealthy one, and if furnished with desks as I have advised, will form a most valuable addition to this settlement. A new school house is also about to be erected between LaPoile and Little Bay to accommodate the children of both settlements. The teacher of the Harbor LaCou school was away at the time of my visit. At the first-named school there were thirty-four children on the day of my inspection, and the first class read fairly well and spelt well. The copybooks were far too advanced and the arithmetic poor. The use of a Time Table and drill will much improve the discipline of the school.

CHANNEL.

All the schools were closed in this district at the time of my visit. The school at Burnt Islands is poor, cheerless and unsuitable; and the one at Channel, although commodious and cheerful, very poorly fitted up for school purposes. The Board are very anxious to secure a good teacher, and four of them personally bound themselves to pay each £10 a year, in addition to the vote of £60 made by the Board. The school has been temporarily filled up, and I hope to be able to supply the desired teacher in the summer. The adjustment of property was settled this summer, and entrusted by the Board to myself to arrange, which has been done to their satisfaction.

EDUCATION.

HONOURS.

A candidate for any certificate may receive honourable mention for acquaintance with any languages or branches of natural science, or of mathematics, not enumerated in the above cuniculum.

Females are not required to pass examination in Algebra, Euclid, and practical Mathematics; but credit will be given for acquaintance shown therein. They shall, however, be required to be able to give instruction in domestic economy, needlework, knitting and netting.

APPENDICES.

EDUCATION.

STANDARD FOR THE

Subjects.				Reading	Writing.	Arithmetic.
First Grade.	Second Grade.	Third Grade.	Standards. I.	To read in monosylables.	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 substraction of numbers, and multiplication tables to 6 times 12.
			III.	To read with intelligence a short paragraph from a more advanced book.	To write on slates from dictation, a sentence correctly and neatly, and in copy books, small hand capitals and figures.	To work a sum in any of the compound rules.
			IV.	To read with expression a passage of poetry or prose selected by the superintendent.	To write from dictation a passage from an advanced school book ; copy books to show improvement.	Practice, bills of parcels and simple proportion.
			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.	Compound proportion and vulgar fractions.

EDUCATION.

GRADING OF SCHOOLS.

Grammar.	Geography.	History.	Navigation.	Average attendance to qualify for grading.			Remarks.
							1. It will be seen by reference to this Schedule that in the third grade scholars are required to pass in standards I, II, III, in the second grade they are required to pass in standard I, II, III, IV, and in the first grade they are required to pass in all the standards.
To point out nouns in a passage read.	Elementary.			15	30	45	
To point out nouns, verbs and adjectives, and tell their relations on a sentence.	Western hemisphere, particularly Newfoundland.	Introductory.					2. The subjects prescribed in this Schedule are regarded as essentials. Schools in which singing, drawing and drill, and higher branches are taught, will receive honourable mention.
Parsing of simple sentences.	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.				

EDUCATION.

SCHEDULE D.

SYLLABUS FOR GRADING TEACHERS.

GENERAL REGULATIONS.

1—Every candidate shall be at least sixteen years of age, in good health, and of unexceptional moral character.

2—Shall have been a Pupil Teacher in one of the Training Institutions provided for by this Act : or

3—Shall have been trained in some other recognized Training or Normal School abroad.

4—Or shall have served as teacher for at least two years.

5—Shall be acquainted with the provisions of this Act.

6—Shall have a knowledge of school organization, comprising the classification of pupils, the arrangement of studies, the real object and necessity as well as the best means of discipline, and of securing the health and comfort of the pupils.

8—Shall have a knowledge of approved methods of teaching, and to be able to illustrate the same by actual practice.

GRADE III.—LANGUAGE.

READING.—To read with distinct utterance and due attention to punctuation.

ENGLISH GRAMMAR.—To parse any simple sentence and apply the rules of syntax.

EDUCATION.

COMPOSITION.—To write a composition from a short narrative read.

HISTORY & GEOGRAPHY.

HISTORY.—Outlines of English History.

GEOGRAPHY.—To be acquainted with elementary geography in general, particularly that of Newfoundland, and to be able to draw from memory an outline map of the same.

MATHEMATICS.

ARITHMETIC.—To work any sum in practice, simple proportion and bills of parcels, and to have some knowledge of mental arithmetic.

GRADE II.—LANGUAGE.

READING.—To read with fluency, ease, and expression, and to recite thirty consecutive lines from any Standard Poet.

ENGLISH GRAMMAR.—To parse and analyse any simple sentence.

COMPOSITION.—To write a composition from a narrative read, or on a given familiar subject.

HISTORY & GEOGRAPHY.

HISTORY.—To have a fair knowledge of British History.

GEOGRAPHY.—To be able to draw from memory an outline map of North America, and to indicate the chief mountain ranges and principal rivers, and to have a fair knowledge of the geography of the world.

EDUCATION.

MATHEMATICS.

ARITHMETIC.—To work sums in interest, compound proportion, and vulgar fractions, with an increased knowledge of mental arithmetic.

BOOK KEEPING.—To understand the keeping of accounts by single entry.

EUCLID.—Book I.

ALGEBRA.—As far as simple equations.

GRADE I.—LANGUAGE.

READING.—To read a passage in prose and another in verse, with distinct utterance, correct pronunciation, proper pauses, fluency and expression, and recite correctly and with taste, forty lines of poetry or prose, from memory.

ENGLISH GRAMMAR.—To parse and analyse any given English sentence.

COMPOSITION.—To write narrative composition and prepare an original essay on any given subject pertaining to their professional work.

HISTORY AND GEOGRAPHY.—To have a good knowledge of British History and of Newfoundland, as soon as a suitable text book on the history of the colony is obtained and approved.

GEOGRAPHY.—To draw from memory an outline map of any of the continents, with the mountain ranges and chief rivers accurately marked, and to answer any question on the general geography of the world.

EDUCATION.

MATHEMATICS.

ARITHMETIC.—To show readiness in mental arithmetic and to work any sum in the several rules of an authorised text book.

ALGEBRA.—To understand Algebra as far as quadratic equations.

EUCLID.—Books I. to IV., inclusive.

PRACTICAL MATHEMATICS.—Mensuration of surfaces and simple solids, plain Trigonometry, Navigation, and to have a knowledge of Land surveying, and of Book-keeping by single and double entry.

EDUCATION.

SYLLABUS OF SUBJECTS FOR

	Health.	Character and conduct.	Reading.	Writing.
For admission.	A certificate of good health satisfactory to the Board of Examiners.	A certificate of good character from the Chairman of Nominating Board.	To read a passage from a standard book with moderate ease and expression.	To write in a neat hand with correct spelling and punctuation a short paragraph from a first-class school book, slowly dictated.
First year.	A certificate from the master that the health of the pupil teacher continues good.		To read with fluency and expression, and be able to recite 30 lines from any standard poet.	To write from dictation in a neat hand, with correct spelling, a passage of simple prose.
Second year.	Same as above.		To read with improved articulation and expression and recite 40 consecutive lines.	To write from memory the substance of a passage of simple prose.
Third year.	Same as above.		To read as above and to recite 60 consecutive lines of poetry.	To write as above, and be able to produce an original composition on some subject given by the Board of Examiners.

EDUCATION.

TRAINING PUPIL TEACHERS.

Arithmetic, &c.	Grammar.	Geography.	History.	Teaching.
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 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. 1060, to Henry VII, outlines of.	To teach a class to the satisfaction of Board of Examiners.
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.
Decimal fractions, including decimal coinage Newfoundland; 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 the present date, with review.	As above.

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REPORT of the Public Schools of Newfoundland under Methodist Boards, for year ended December 31st, 1876.

St. John's,
February 26th, 1877.

Sir,—

I have the honor to transmit, for presentation to His Excellency the Governor, my report of the Public Schools of Newfoundland, under Methodist Boards, &c., for the year ended December 31st, 1876.

I have the honor to be,

Sir,

Your obedient servant,

GEORGE S. MILLIGAN,
Superintendent of Methodist Schools.

The Hon. E. D. Shea,
Colonial Secretary.

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To His Excellency Sir JOHN HAWLEY GLOVER, *G.C.M.G., Governor, &c., of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to present my Annual Report of the Public Schools under my superintendence, and am happy in feeling assured that the facts herein contained will indicate decided and gratifying progress.

PART I.

GENERAL REPORT.

RETURNS.—As reliable statistics respecting the number and operation of these schools from year to year can alone exhibit their true condition and mark their relative efficiency. "The Education Act, 1876," Sec. XXVI, wisely provides, that "the annual meeting of every Board of Education shall be held on the first Wednesday in July in each year, or within one month thereafter, for the purpose of choosing a chairman and other officers, auditing accounts, and transacting such other business as may then be necessary; and the Chairman of such Boards shall as soon thereafter as possible, transmit to the proper superintendent a correct return, and accounts duly audited, according to the forms of Schedule A of this Act, prescribed." An examination of the comprehensive details of said Schedule, required in the first instance for year ended June 30th, 1876, or for a year nearly or wholly expired before its requirements could be known by Education Boards, seeing the Act passed April 26th, 1876, will make it sufficiently obvious, that the collection of statistics herein tabulated has been attended with more difficulty and trouble to all concerned than can be the case hereafter. In some cases, for want of suitable Registers, present Returns are defective and only approximate. Nevertheless they may be accepted, as a whole, as fairly accurate and as complete as could be expected for the first year; so that they will furnish a starting point for future comparison, and, I trust, act as a stimulus to present a better exhibit in time to come. Great pains have been taken

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to provide schools with Registers for the required data, and to impress upon teachers the necessity of faithfulness and accuracy in noting all details at proper times each day; so that I apprehend the superintendent will receive the annual returns in due time and better shape hereafter. If, however, my expectations in this matter be not realized, I shall deem it to be my duty, in every case of delinquency, to recommend your honourable Government to put into execution the penalty implied in the following citation from the same section of "The Education Act:" "and any Board neglecting to transmit such returns on or before the first day of September of each year, shall not receive further payments until such default be remedied." By this means alone I can hope to have prompt and complete returns, essential to healthful supervision and needful for future legislation.

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TABLE A.

SCHOOL PROPERTY.

It affords me great pleasure to report, that the settlement of property belonging to the late Protestant Boards has been completed; and that this has been effected in every instance without litigation or serious difficulty. This gratifying result has been reached, in a number of cases, through the mediation of the two Protestant Superintendents, acting by request as impartial friends and without even once having to assert their powers as Commissioners appointed for the settlement of School Property. The amounts received or paid by Methodist Boards will be found in Table A.

I am pleased also to inform your Excellency that Education Boards are turning to good account the grant of $9149.95, or Methodist proportion of $40,000, for building purposes. As the period allowed by your honorable Government for the expenditure of this amount extended "to December 31st 1876, or such other time thereafter as may be directed," I can as yet submit only a partial return. It will suffice to observe that the above grant has been supplemented largely by voluntary contributions, chiefly made in materials or free labor, and, where necessary, by appropriations from the ordinary income of Boards; and that about twenty school houses have been built, and more than half that number are now in course of erection, with two of which a teacher's residence will be combined. Repairs in other cases, generally badly wanted, have been made to good effect, and in a few others much needed furniture has been supplied; so that, altogether the property vested in Methodist Boards has been greatly improved. The change for the better, in many places is indeed marked; and its value on different grounds can hardly be over-estimated. Public buildings in any country are accepted as generally pretty correct exponents of its social condition, and when tasteful and erected for praiseworthy objects, are undoubtedly important factors towards its higher civilization. In this case the direct benefits, educationally, by the erection of these new buildings, which as a whole are highly creditable and well adapted to school-work, must be indeed very great, as by means of a cold and cheerless school room in winter, or a badly ventilated or forbidding one in summer, the efforts of the teacher, however diligent must be greatly frustrated.

EDUCATION.

FURNITURE, BLACKBOARDS, WATER CLOSETS.

In the appointments of the Public Schools under Methodist Boards, I have also to report very considerable improvement. Better furniture, comprising desk and chair for the teacher, and desks and seats with backs for the pupils, and *all* arranged with regard to school organization, has been very generally introduced. Blackboards, now deemed as necessary for primary as for high schools, and demanded by skilful teachers, as much to render easy and interesting instruction in the alphabet, or in reading in monosyllables, as if the subject were any of the higher mathematics, are gradually putting in an appearance in former school houses, and are now or soon will be found in all the new ones. Water closets for the use of the schools, and separate for the sexes, have been generally provided, and will be required by the Superintendent to be supplied without exception, as hereby a want will be supplied that has been greatly needed—one too important in its moral and social aspects to be long neglected or here passed by without reference.

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TABLE B.

Part 1 is a general summary of the Public Schools under Methodist Boards for year ended June 30th, 1876; Part 2 is a general financial statement, and part 3 represents general statistics.

The number of schools reported as in operation was seventy-one. Two reasons will be deemed sufficient for this number not having been greater. The first and chief one was the want of school houses. In nearly one-third of the districts, and some of these such as Twillingate and Trinity North, very extensive ones, Methodist Boards, by settlement of property according to Act, were left without one school-house; and in some localities in them all, and these often as St. John's, Brigus, &c., principal centres of population, new buildings had to be erected or others fitted up before school operations could commence. Add to this a scarcity of teachers, the available supply not being nearly sufficient for the demand.

GRADING OF SCHOOLS.

Preliminary arrangements for the consummation of this important *desideratum*, at the earliest period practicable, have been duly attended to during my course of inspection. Prudential reasons, in my judgment, have existed to induce me in this matter to "make haste slowly." Thus far, I have regarded it sufficient to direct the attention of members of Boards and teachers to this requirement of law, give necessary explanations of the standards of grading embodied in the Educational Act, urge the need of an immediate adoption of suitable and approved Text Books (on which more hereafter), and by stimulating all parties concerned, prepare them for a work required from the Superintendent, which will, for the time being, educationally, stamp the character of the localities in which the schools are situated. Meantime, an examination of the statistics tabulated respecting each, and of remarks made under inspection will make known, pretty well, the condition of all.

TEACHERS.

There were seventy-one Teachers employed during the year, of whom fifty-six were males and fifteen females.

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As this number has been inadequate to supply the schools, which the boards have been able to open during the past summer, I have endeavoured to assist these in getting the best qualified persons offering or at all available; and I am happy to say there have been several very eligible ones added to the list of teachers, who have been trained for the profession or have given evidence of adaptation for the work. My chief ground of hope for obtaining fit Teachers, in sufficient number, to supply the schools under Methodist Roards, is connected with the Academy and model school of which I will speak hereafter. Meantime, the course indicated in the joint Report of Protestant Inspectors last year to improve the condition as well as qualifications of Teachers, is being stedfastly kept in view, and to the remarks then made in reference thereto I have little to add.

Regarding the employment of competent young women, my observation, while visiting the schools, has confirmed my previously decided opinion, that many more females than at present can be employed in teaching, with profit to themselves and great advantage to the country. Both sexes have special recommendations, and in my attempts to raise up an ample staff of teachers, thoroughly trained for their work, the claims of each, as also the wishes of the country, will be duly respected.

GRADING OF TEACHERS.

My remarks above, concerning grading of schools, will apply, in great measure, to the grading of Teachers. In the latter, the responsibility of action rests with the Board of Examiners for the denomination of which the superintendent is a member. I am warranted, however, in saying, that every reasonable influence will be brought to bear upon those employed in the work of teaching to induce them to prepare for grading; and I encourage the hope that the time is not very distant, when I shall be able to ask that the Legislature shall make it imperative upon Boards to employ those *only* as Teachers of our Public Schools that have obtained a certificate for some grade or have at least got for the time being a license guaranteeing some degree of efficiency. Hereby alone will duly qualified persons be protected in their professional work, and incompetent persons prevented from remaining in a sphere, or hereafter getting into it, for which they have no other recommendation than what is connected with a well-meant but mistaken charity.

EDUCATION.

PUPIL TEACHERS.

The number of Pupil Teachers was ten—five males and five females. (Table D. 3.) At this date (December 31) there are indentured four males and six females. Besides, there is one employed without indenture or receipt of usual allowance, but preparing for the profession by mutual arrangement.

By "The Education Act" very important duties were assigned to the Board of Examiners, which was appointed by your Excellency in July last; and I am glad to know that the responsibility of selecting the most eligible candidates, supervising them in their general conduct and studies, and finally grading them according to their respective merits, has devolved upon gentlemen associated with the Superintendent for the denomination, in whom the public will have fullest confidence.

In this department it will be readily understood that the work under my direction is but getting into shape. The maximum number of Pupil Teachers has been selected. These are giving satisfaction as to their deportment, diligence, and progress; and their training is proceeding at the Methodist Academy, by law required to "afford facilities for the illustration and practice of the most approved methods of teaching, and of the organization and management of schools to such Pupil Teachers as shall be duly appointed to be trained therein."

To secure this professional training for Pupil Teachers, the Board of Directors for said Academy has wisely arranged with the St. John's Methodist Board of Education and the Newfoundland Methodist Day School Society for the establishment and maintenance of a

MODEL SCHOOL,

comprising an Infant school, and Primary shool, each having two departments or classes, under the management of a competent mistress and assistant, in which pupils will be taught the elementary branches of education, and to which pupil teachers, as in the Normal schools of the Colonies and of other countries, will be drafted regularly for practice. The want of Model schools was declared by the Protestant Inspectors last year, in their joint report, to be then in their judgment the greatest defect of our system. I cannot but feel gratified therefore in being able to

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report, as a chief token of the year's success, the completion of arrangements for the immediate opening of such an institution. An unpretending but very neat, comfortable and spacious building, two stories high, has been erected at a cost of upwards of eight hundred pounds, whose appearance and appointments for school work is highly creditable. On the ground floor is the Infant school-room, with cloak-rooms a small class-room, &c.; on the second floor is the principal school-room, truly a very fine room with a gallery to seat a class of sixty or seventy pupils. Both rooms have American desks and chairs (to accommodate one hundred and twenty pupils), ample black-boards, maps, illustrated cards, a small globe, ball frames, a set of kindergarten toys, and other things suitable for an infant or primary school.

A mistress long connected with the model school, Truro, Nova Scotia, and highly recommended by its Principal, has arrived to take charge of the Model school, which will be opened on the 15th proximo.

SALARIES OF TEACHERS, AND FEES.

The amount of annual appropriations by Boards, so far as reported, including fees returned by teachers, was $11,303.05. In some instances, very respectable sums appear in the table, as paid to the teachers. This would have been the case in some others, if the fees collected had been reported, which, according to previous usage of many Boards have not been reckoned an item of school revenue to be entered in the Financial Statement. The practice in their districts has been to engage teachers for definite sums, termed salary, irrespectively of fees, which by agreement, should be collected by them, and, whether much or little, should be theirs, apart from any responsibility to their Boards. This usage, I readily grant, seems convenient, and recommends itself on the ground of making teachers feel *personally* concerned, and stirring them up to do their duty, so as to be popular in their several localities. I am, nevertheless, after pretty careful consideration of the matter, compelled to condemn it in very strong terms, as the practical result I find in many places to be financially ruinous to Teachers and therefore pernicious to the interests of education. In many settlements little has been collected, and in some I regret to say nothing at all, from the people. Fees have been regarded as a mere perquisite and not a lawful debt; and hereby Teachers have had to choose between suffering severe pecuniary loss in peace, or take the consequences of coming

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into direct collision with those that would give them trouble. I am persuaded in this way useful *quiet* men frequently suffer; and in course of time, becoming discouraged, are lost to their honorable but often poorly paid profession. I doubt not that most persons will agree with me in thinking that the salaries must bear some proportion to qualifications; and if the latter be much improved the former must be proportionally increased. This without additional Legislative grants, must be accomplished by means of fess or voluntary contributions. This subject has been strongly enforced by the Superintendent in his public addresses throughout the island, and I trust, as it is a vital one to education, it will soon bear much fruit. Were it not invidious to mention names (which, however, are readily suggested by this Table), I might call attention to large sums collected in some places from fees which probably are but examples of what many other Boards might accomplish. I strongly recommend, that while teachers collect fees, as by law required, they shall do so in the name and on account of their respective Boards, and that these render them all needful countenance and authority in this collection, as is implied in Education Act, Sec. XXXVI. By this course in my judgment, Boards will have an income which will enable them to pay teachers larger amounts than so-called salaries and fees.

NUMBER, AGES, SEX, AND ATTENDANCE OF PUPILS.

The average number per quarter registered was 2962. Of these 803 were under seven years of age, 1458 between seven and twelve, and 701 over twelve.

There were 1611 boys and 1351 girls. The whole number reported to have been under instruction during any part of the year was 3501, or adding 160 for pupils registered at Methodist Academy 3661, or 1 for 9·4 of the population of the denomination; or, leaving out the population of those districts in which there were no school houses, and of those localities in which there were none (in which children have in some cases been attending schools under Boards of other denominations), 1 for every 7·8. The grand total attendances were 691,356, giving 117 full days' instruction for each of the average number registered, and 99 full days' for each under instruction during any part of the year.

The average attendance at each session for the whole island, of pupils in the public schools under Methodist Boards, was 2000·4, and

EDUCATION.

the per centage of average attendance compared with average number registered was 68. (Similar data may be found in this Table B, Part 3, for Districts and Localities.

The times school was opened, in the aggregate, was 20431 or 288 times for each school in operation for a longer or shorter period.

These statistics, giving measures of school work done, as ascertained from times school has been opened, morning or afternoon, and from actual attendance, if reported from year to year will enable your Excellency to judge as to the appreciation of our public schools by the people, and may lead to some improvement in attendance. Doubtless the shortness of our fishing season and the migratory habits of many of our families, must act prejudicially to regularity. I sincerely trust, nevertheless, that a growing appreciation of the advantages of education will lead parents to prize more highly means within the reach of their children; and, it needs be even make sacrifices for the present, that the future good of their fam.lies may be secured. Of course a good attendance, and that in regularity as well as mere number of pupils, is essential to the perfect success of our educational system. For this reason in all of many public addresses in the country, I have laid great stress on the need of scholars attending regularly.

VISITS BY MEMBERS OF BOARDS AND SCHOOL VISITORS.

The number of visits reported as made by the former was 103 and by the latter 44. In some districts in which the Chairmen have been most attentive to this duty of visitation, the number has not been given; but it is not, I presume, unfair to *think*, that in general, there is room for great improvement, particularly on the part of school visitors. Few men are more deserving of encouragement in their work than the teachers of our public schools; and I am assured they will both value and profit from the more frequent visitation of their schools. "The Education Act," Sec. XXVIII, provides that "when any school is held at a distance from the residence of the chairman or members of the Board, the Board shall nominate one or more persons, residing near the school, to visit and supervise the same, subject to the order of the Board, and the provisions of this Act;" and Sec. LIV., "All Judges, Members of the Legislature, Clergymen, and Members of the other learned Professions, Justices of

the Peace, and Grand Jurors, shall be School Visitors," &c. I sincerely hope that this reference will suffice to insure the improvement I desire in this particular.

NUMBER OF PUPILS IN THE DIFFERENT BRANCHES OF INSTRUCTION.

For the most part, the subjects taught are those deemed essential. It is quite plain from the table, that the attainments of pupils are much lower than should be desired. The causes are sufficiently obvious. To improve this state of things, I must depend largely upon what has been already stated, as being done or as herein suggested to be done, to make better the qualifications, condition and supervision of teachers, and upon a growing appreciation of education in the country which it will be my aim to foster. I am glad to be able to specify some further important gains during the year in the means of securing this end. These have arisen partly from improved organization in the schools, which has followed the introduction of Time tables in many places, and the observance of the rules for government of schools, approved of by your honorable government. The principal cause for gratulation and hope of change for the better has been the adoption by the Boards of

UNIFORM TEXT BOOKS.

In their joint report last year, the Protestant Inspectors called attention to the want of a uniform series, suitable for use in our Public schools, and to the means taken by them to bring about this result. I am now happy to report that the Royal Reader Series has been generally introduced into the public schools under Methodist Boards, and to know that it has been also adopted by other Boards for use in their schools, as I believe it has incomparable excellence, and wherever used will prove of immense service, educationally. It has been received with very great favour in the mother country and in the colonies, and is recommended by many of the very highest educationists. An examination of its different books will show among other things the following :—It presents interesting matter written in a very attractive style and usually very happily as well as very handsomely illustrated. It aims, from the very first, at teaching the art of reading, and proceeds step by step through an admirably graduated course of instruction. It imparts,

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in a winsome form, a vast amount of useful knowledge which all will do well to know; and which, if acquired, is sure to create a thirst for more. It is self-interpreting,—communicating to the reader all needful information in respect to the accentuation and signification of difficult words, or particular allusions to persons or things entering into the text, and to the teacher all that he requires with ordinary or even moderate intelligence to know, that he may prosecute his work skilfully and successfully. It recognizes throughout the true method of making scholars spell well, and of giving them the power of expressing their own ideas with ease and elegance; and it seems to have been prepared with the idea of teaching spelling and composition as much as of what may be termed the rhetoric of reading. In short, it would be difficult to overstate the advantages to teachers and pupils, and I might add to the families of our people, that must accrue from the use of this very superior yet cheap system of reading text-books. Having said this much in reference to the Royal Readers, I have only to add that the Royal School Series, of which they form a part, comprises a complete set of educational works on nearly all the subjects required to be taught in our Public schools. As these are possessed of like rare excellence as the Royal Readers, they too, as circumstances warrant, are being brought into general use, and I doubt not will prove of great service in elevating our Public Schools to higher standards of attainments than at present.

In this connection I am pleased also to report that the number of large wall maps has been considerably increased, and I entertain the hope, from the judicious action of Boards in this respect, that the time is not distant when even third grade schools will be provided with such maps as are necessary for the successful teaching of the geography of our own colony, the world in its grand divisions, and perhaps of Great Britain, the Dominion of Canada, and the United States.

NEEDLEWORK, KNITTING, &c.

In some schools needlework, &c., have been taught by the mistress or wife of the teacher with advantage to the girls. In a few others a class has been formed in domestic economy. I shall gladly encourage all such efforts, as they must tend to promote a better home-life, particularly among the humble classes of our population.

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For special remark, respecting particular districts and schools, I beg to refer your Excellency to Part III, visitation and inspection.

In conclusion, as I review the work of the past year, I beg most gratefully to acknowledge the hearty co-operation of the various Boards, and, particularly, of their official members, in my endeavours to promote a deeper interest in every thing pertaining to educational progress. I have found these gentlemen ever ready to forward my plans and adopt my suggestions at the cost often of much time and at great inconvenience; and, in superintending or directing the erection of buildings or repairs, their services, in most cases gratuitous, have been to their districts invaluable.

EDUCATION.

The Public Schools of Newfoundland under Congregationalist Boards, for the year ended Dec. 31st, 1876.

The Financial Statement will be found in Table C.

No other statistics have been returned, as the work prior to June 30th was chiefly preparatory. A school house has been built at Bay-de-Nord, Fortune Bay. where a school was conducted last winter. This school has been in charge of a mistress trained at the Congregationalist Training School since August last, but, not being in operation at the time of visitation Westward, could not be inspected.

Two other schools have been in operation, but as these do not receive grants, they do not come under Government superintendence, excepting the principal one of the two in relation to Pupil Teachers, as provided for by "The Education Act." It affords me great pleasure in reporting that this school, now recognised by your honourable Government as the Congregationalist Training School, and conducted by the Misses Good, is thoroughly efficient, and besides being prepared to train teachers for the schools of the denomination, is doing good service in the work of education to a large number of pupils, chiefly young, in regular attendance.

Particulars respecting this Training School may be learned from Table D. 2nd. There are no Pupil Teachers at present indentured under "Education Act." Nine females are, however, being trained for teaching, three of whom have taken Grade III. All of these have been indentured to the Principal.

EDUCATION.

The Methodist and General Protestant Academies, and the Harbor Grace and Carbonear (Methodist) Grammar Schools, for year ended June 30th, 1876.

METHODIST ACADEMY.

This Institution has had a year of prosperity under the principalship of R. E. Holloway, Esq., B.A., who has been assisted by two efficient masters. It affords to both sexes facilities for obtaining a thorough and liberal education, a girl's school being conducted separately from that for boys. The pupils registered, averaged one hundred and thirty for the year, of whom ninety were boys and forty girls.

Table D. 2nd will show that the course of study has been comprehensive, and that a fair proportion of the pupils was engaged in the study of the Languages, Mathematics, and Natural Science. So long as our Public Schools under Boards of Education do not come up to their standards, as now recognized by the Education Act, our higher schools must be expected to have the majority of their pupils pursue elementary branches of study. Nevertheless, as education advances in the country, these will be relieved from much elementary drill, and allowed to carry forward the work of instruction to a greater extent than is now possible in what is strictly speaking their legitimate sphere.

As means towards this end, I cannot but regard with favor the arrangement to which I have referred elsewhere respecting a Model Elementary school, as tending to secure a better gradation in school work, and a better preparation by "laying well the foundation" for instruction in the higher branches. Another hopeful feature for the future of the Academy, I find in the expenditure of the Board of Directors of $102.23, and in a further appropriation since for apparatus to illustrate Natural Science, an acquaintance with which has become of great consequence to the youth of this colony, because of the development of its extraordinary natural resources.

In my inspection of the Academy, I was specially pleased with classes in Spelling, in English Grammar and Analysis, and in English

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History. Many of the specimens of Writing, Mapping and Drawing were very good. In Plane Geometry and Mensuration some of the pupils acquited themselves creditably, but others only moderately. In Latin (Cornelius Nepos and Sallust) the translation was good, but in some cases the knowledge of the grammar, particularly of analysis or grammatical structure, was defective. Altogether, I am gratified to report that the Methodist Academy has an efficiency, in the management of its Principal, and in the thoroughness of its teaching which are very auspicious for the future success in life of the many interesting youth now enjoying the facilities it offers not only to obtain knowledge but with this, what is of greater consequence, *intellectual* culture.

As a Training School for Pupil Teachers, I have only to add to what I have said elsewhere, that with means for teaching the different branches of instruction and for imparting an acquaintance with the art or business of teaching, I cherish very sanguine hopes as to future results. I can bear cheerful testimony as to the deep interest the Principal takes in all that pertains to the training of those who are to be the future teachers of schools under Methodist Boards.

THE GENERAL PROTESTANT ACADEMY AND PRESBYTERIAN COMMERCIAL SCHOOL, ST. JOHN'S.

Concerning the higher department of this Institution, the Chairman of the Board has reported that he is unable to furnish Returns for the current year, as arrangements have not been perfected for its succesful administration. As I was unexpectedly prevented from visiting the Commercial School under Mr. Robert Stott, I am indebted to Rev. William Pilot, superintendent of Church of England schools, for the substance of the following notice :—

Of 57 registered pupils, 50 were present. Great improvement was manifest in the school from the date of a visit about a year previous, attributable in part to the introduction of the Royal Readers. In first class reading and writing were quite above the average; the spelling of all was creditable, and their acquaintance with geography, particularly that of Denmark, showed that they had been well drilled. In arithmetic the result was not quite so favourable ; but in English grammar all parsed ordinary sentences with marked readiness. In second and third classes pupils did fairly.

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HARBOR GRACE GRAMMAR SCHOOL.

This school, so long under the able management of Mr. Roddick, is, by special arrangement of the Board of Commissioners, under the charge of Mr. James Munn, who was trained at the Normal School, Truro. It is well provided with maps, blackboards, and superior American desks. Twenty-eight pupils were present on the day of my visit, who acquitted themselves very creditably in arithmetic, geography and English grammar, and moderately well in reading. The generally correct and prompt answers given to questions proposed by the master or myself, assured me of the ability and faithfulness on his part, and of general attention to their studies on the part of the pupils.

CARBONEAR METHODIST GRAMMAR SCHOOL.

This school was not in operation owing to the difficulty of finding a suitable master. It has since re-opened, under the principalship of Mr. Storey, and promises to be successful.

PART II.

STATISTICAL REPORT.

EDUCATION.

TABLE A.

THE PUBLIC SCHOOLS OF NEWFOUND

		Receipts.			Property.	
	Districts.	From grant of $40,000.	From Settlement of Property.	From Voluntary Contributions.	From ordinary Income.	Total Receipts.
1	St. John's	$802 39	.....	.....	$196 51	$998 90
2	Brigus	576 25	$320 00			
3	Port-de-Grave	94 40	110 00			
4	Bay Roberts	126 66	233 83			
5	Harbor Grace	304 00	120 00	.....	56 95	567 05
6	Carbonear	964 78	.....	.....	.....	.....
7	Bay-de-Verds	1057 04				
8	Trinity Bay S	714 12	.....	.....	.....	.....
9	Trinity Bay W	103 47	35 88	.....	31 79	171 14
10	Trinity Bay N	348 00	228 88			
11	Trinity Bay E	177 32	20 00	.....	307 47	504 79
12	Bonavista Bay S	601 32	280 00	.....	.....	.....
13	Bonavista Bay W	131 46				
14	Bonavista Bay N	374 39	97 28	.....	292 93	764 60
15	Musgrave Harbor	168 54				
16	Fogo	186 39	418 17			
17	Twillingate	485 06	526 71	.....	794 41	1806 18
18	Moreton's Harbor	432 25	.....	.....	.....	.....
19	Notre Dame Bay N	346 66	174 05			
20	Placentia Bay	63 73				
21	Burin	449 60				
	Carried forward	38509 42				

EDUCATION.

TABLE A.

LAND UNDER METHODIST BOARDS.

Account.		Expenditure.					
Balance if overdrawn.	For Settlement of Property.	For Erecting School Houses.	For Repairs.	For Furniture.	For Maps, Apparatus.	Total Expenditure.	Balance on hand.
.....	$11 68	$888 00	$99 22	.....	.....	$998. 90	
.....	.....	567 05	.....	.....	.....	567 05	
.....	43 47						
.....	137 40						
.....	.....	171 14	.....	.....	.....	171 14	
.....	.....	504 79	.....	.....	.....	504 79	
.....	.....	668 64					
.....	.....	764 60	.....	.....	.....	764 60	
.....	.....	1806 18	.....	.....	.....	1806 18	
.....	170 40						

EDUCATION.

TABLE A.

THE PUBLIC SCHOOLS OF NEWFOUND

		Reeeipts.			Propeerty.		
	Districts.	From grant of $40,000.	From Settlement Property.	From Voluntary Contributions.	From ordinary Income.	Total Receipts.
	Brought.....	$8509 42				
22	Grand Bank	445 59				
23	Lapoile	138 40				
24	Channel	56 54	20 00			
		$9149 95				

N.B.—(1.) By rules and regulations respecting the expenditure of each Education Board is required to render to the Government a com- tion of the said amount, on or before December 31, 1876, or such other

(2.) As the net voluntary contributions made chiefly in materials and each case returned property has been secured far exceeding in value the

EDUCATION.

TABLE A.

LAND UNDER METHODIST BOARDS—*Continued.*

Account.		Expenditure.					
Balance if over-drawn.	For Settlement of Property.	For Erecting School Houses.	For Repairs.	For Furniture.	For Maps, Apparatus.	Total Expenditure.	Balance on hand.

$40,000 granted by the Legislature for School-houses and property, plete return, with necessary vouchers, of the expenditure of its propor-time thereafter as may be directed.

free labor are not reported above, it will be satisfactory to learn that in amount of cash expenditure.

EDUCATION.

TABLE B.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

Districts.	Schools.				Teachers.								Total Teachers.	Pupil Teachers.	Salaries.	Annual Average Number each		
					Males.				Females									
	First Grade.	Second Grade.	Third Grade.	Not Graded.	First Grade.	Second Grade.	Third Grade.	Not Graded.	First Grade.	Second Grade.	Third Grade.	Not Graded.			Total amount paid to Teachers per annum.	No. under 7.	No. between 7 and 12.	No. over 12.
Total.....	70				56				15				71	10	11,303·05	803	1458	701

EDUCATION.

TABLE B.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

SUMMARY.

of Pupils Registered Quarter.			Attendance.							Visits.	
No. of Boys.	No. of Girls.	Total Pupils.	Whole number under tuition during the year.	Total attendances morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	Percentage of whole No. under tuition during the year, compared with the whole population of the denomination.	No. of children for whom suitable accommodation in School is provided.	Number visits by members of Board.	Number visits by other School Visitors.
1611	1351	2962	3501	691,356	20,431	2000·4	68	.....	.....	103	44

EDUCATION.

TABLE B.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in

	Reading.					Writing.			Arithmetic.		
	Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.	Standards II & III.	Standard IV.	Standard V.
		922·4	805·6	211·3	84.1	869·9	1010·2	519·4	770.2	316.6	225·9

EDUCATION.

TABLE B.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.											Apparatus.			Remarks.
Geography.		Grammar.												
Standard III & IV.	Standard V.	Standard III & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects, if taught.	Square feet of Black Board.	Number of Maps in School.	Other apparatus.	1. From 4 Schools in operation returns have not been received. 2. About 20 School houses have been built in some of which school has commenced since June 30th, 1876.
212·3	88·4	208·4	52·4	40·5	10	1				38·5	242	30	2	

EDUCATION.

TABLE B 2.

PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

		Income.					General Financial		
	Districts.	Balances on hand July 1st, 1875.	Grants for general purposes.	Grants for books.	Grants from $40,000	Fees.	Voluntary contributions.	Receipts from other sources.	Total Income.
1	St. John's	.....	1165 18	18 89	395 35	7 75	.....	.....	1587 17
2	Brigus	132 05	968 91	13 59	608 12	277 50	.....	.....	1995 17
3	Port-de-Grave	.....	141 56	2 17	348 13	.....	.....	.....	491 86
4	Bay Roberts	.....	211 74	2 98	360 49	.....	.....	.....	575 21
5	Harbor Grace	.....	441 44	7 20	424 00	.....	.....	.....	872 64
6	Carbonear	.....	1567 05	22 72	.....	.....	.....	.....	1589 77
7	Bay-de-Verds	.....	1767 01	24 90	528 52	.....	.....	.....	2320 43
8	Trinity South	.....	1193 75	16 83	576 72	.....	.....	.....	1787 30
9	Trinity West	.....	168 44	2 46	88 44	9 00	.....	.....	268 34
10	Trinity North	.....	588 91	8 21	404 47	.....	.....	.....	1001 59
11	Trinity East	197 42	445 89	7 02	170 80	.....	.....	*28 29	844 42
12	Bonavista South	.....	796 98	11 32	218 52	.....	.....	.....	1026 82
13	Bonavista West	.....	197 12	3 10	131 46	.....	.....	.....	331 68
14	Bonavista North	329 20	561 30	8 81	97 28	11 50	.....	.....	1008 18
15	Musgrave Harbor	.....	68 05	1 05	168 54	.....	.....	.....	237 64
16	Fogo	303 60	525 26	7 31	518 51	.....	.....	†10 80	1365 48
17	Twillingate	101 50	811 03	11 20	1011 77	.....	4 00	†115 87	2055 37
18	Moreton's Harbor	130 00	1036 72	16 32	432 25	.....	.....	.....	1615 29
19	Notre Dame Bay	.....	146 97	2 27	346 66	.....	.....	.....	.....
20	Placentia Bay	.....	95 56	1 50	63 73	3 20	.....	.....	163 99
21	Burin	.....	760 03	10 39	.....	100 00	.....	.....	870 42
22	Grand Bank	117 74	665 75	10 21	221 08	264 00	.....	.....	1278 78
23	Lapoile	.....	221 28	4 00	138 40	100 00	.....	.....	463 68
24	Channel	.....	97 88	1 37	56 54	41 07	.....	.....	196 86
	Totals	1311 51	15675 62	232 14	7742 03	814 02	4 00	149 96	25929 28

In Carbonear and Burin financial statements, grants from $40.000
Bonavista West, Musgrave Harbor, Moreton's Harbor, and Notre Dame

N.B.—By adjustment of balances the sum of $210.68 is due Bonavista South.

*Books and land sold. †Books sold, etc.

EDUCATION.

TABLE B 2.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

Statement.				Expenditure.					
Balances if overdrawn June 30, 1876.	Bal. if overdrawn June 30, 1876.	Salaries to Teachers.	Amounts paid Secretaries.	For Books, Maps, &c.	For incidentals, insurance, fuel, &c.	For repairs, rents, &c.	For sites and building school houses.	Total expenditure.	Balance on hand July 1st, 1876.
.....	.....	$355 00	.....	$25 40	$6 00	$99 22	$888 00	$1373 62	$213 55
.....	.....	927 50	.....	46 67	20 00	158 78	119 55	1272 50	722 47
.....	.....	140 08	.....	.....	.....	.....	.....	140 08	351 78
.....	.....	.....	.....	.....	.....	.....	20 25	20 25	554 96
.....	.....	290 42	.....	.....	5 00	.....	567 05	863 47	9 17
.....	.....	1199 17	$46 00	65 17	40 14	66 80	27 70	1444 98	144 79
.....	.....	1420 60	20 00	55 60	64 00	21 60	673 17	2254 97	65 46
.....	.....	1136 00	.....	80 00	.....	32 00	455 60	1703 60	83 70
$61 80	.....	159 00	.....	.....	.....	.....	171 14	330 14	
.....	.....	424 68	.....	25 17	10 00	19 15	221 00	700 00	301 59
.....	.....	.....	.....	.....	.....	.....	504 79	504 79	339 63
63 67	.....	320 00	20 00	81 85	.....	.....	668 64	1090 49	
.....	.....	.....	No	Returns.					
112 42	.....	356 00	.....	.....	.....	.....	764 60	1120 60	
.....	.....	.....	No	Returns.					
.....	.....	518 80	.....	73 27	27 40	19 00	114 68	753 15	612 33
87 53	.....	175 00	20 00	68 00	65 52	8 20	1806 18	2142 90	
.....	.....	550 00	20 00	116 90	88 39	.....	.....	775 29	840 00
.....	.....	.....	No	Returns.					
.....	.....	87 20	.....	3 87	.....	.....	.....	91 07	72 92
.....	.....	638 00	.....	52 47	12 00	2 00	.....	699 47	170 95
.....	.....	804 00	.....	.....	15 40	87 37	.....	906 77	372 01
.....	.....	240 00	2 00	10	.....	.....	.....	242 10	221 58
33 67	.....	175 00	.....	.....	17 67	37 86	.....	230 53	
359 09	.....	$9911 45	$128 00	$694 47	$371 52	$551 98	$7002 35	$18660 77	$5076 89

vote are not included. Returns of expenditure not received from Bay North.

Musgrave Harbor Board from Fogo Board, $160 due Trinity East from

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
1	St. John's..	St. John's East	....	Mrs. E. Bulley..	...	$200 00	12	10·3
		Nodel School...	....	.....	....	.....	.....	.....
		Pouch Cove.....	....	Reuben Pippy....	....	217 67	20	35
		Bauline.....	....	John Pike.....	...	160 00	8	9
						577 67	40	54·3
2	Brigus	Brigus.....	...	Jas. T. Murrish.	....	600 00	.....	13·5
		Cupids.....	...	Bobt. Pittman...	....	276 00	17·5	40
		Gullies.....	...	Maomi Hiscock.	....	50 00	6·7	27
		Bulls Cove.....	...	Thos. Youdle....	....	120 00	6	10
		Clarke's Beach	...	J. Noseworthy...	....	181 50	6·3	15·7
						1227 50	36·5	106·2
3	Port-de-Grave....	Port-de-Grave.	...	John A. Brown..	...	140 08	15·2	20·5
4	Bay Roberts	Bay Roberts						

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
2·7	12	13	25	35	8172	360	22·7	91	.....	40		
8	28	35	63	90	27000	450	60	95	.....	100		
9	12	14	26	30	5650	226	25	97	.....	40		
19·7	52	62	114	155	40822	1036	107·7	95	.....	180		
25	16·5	22	38·5	45	7171	230	31·2	81	.....	75	2	2
19·8	45·8	31·5	77·3	102	9114	183	49·8	65	.....	70	3	9
6·2	18	21·8	39·8	58	10876	372	29·2	73	.....	50	5	2
21	24	13	37	37	2536	100	25·4	69	.....	40		
6	11	17	28	48	5024	322	15·6	56	.....	70	4	5
78.0	115·3	105·3	220·6	290	34721	1207	151·2	69	.....	303	14	18
18·2	22	23·5	45·2	76	14144	416	34	75	.....	30		

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
1	St. John's...	St. John's E*	3·7	11·7	8·3	.....	.....	11·7	13·3	9·3
		ModelSchool†								
		Pouch Cove.	25	25	7	6	.....	32	15	9
		Bauline‡	8	7	13	.....	.....	8	12	.....
			36·7	43·7	28·3	6	.....	51·7	40·3	18·3
2	Brigus.....	Brigus§	.....	3·5	.....	18·5	16	.....	38·5	34·5
		Cupids‖	10·2	15·5	21·2	15·5	10·5	24·2	21·2	19·2
		Gullies	7·8	8·2	5	.....	.....	14	1·8	3·2
		Bull's Cove¶	14	3	20	.....	.....	3	4	7
		ClarksBeach*	11·3	6	10·6	.....	.....	7·3	11·3	10·6
			43·3	36·2	56·8	34	26·5	48·5	76·8	74·5
3	Port-de-Grave....	Port-de-Grave*a*....	20	15	10	3	.....	13·2	12·2	.....
4	Bay Roberts	Bay Roberts*b*								

*Returns for three quarters. †Model School not opened. ‡Returns for two quarters. §Drawing has been taught to all; returns for two quarters. ‖Many of the pupils were at Labrador in summer. ¶Returns for one quarter. *a*Sewing, knitting and crochet, are taught to girls by Mrs. Brown. *b*No returns; new School-houses in course of erection.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
15·7	.....	.....	.....	.....	9·3	.....	.....	.....	.....	.....	.....	.....	...	85	1	1
10	10	.....	12	.....	8	.....	9	.....	.....	.....	.....	.....	.....	12	4	1
8	7	.....	9	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
33·7	17	.....	21	.....	25·3	.....	9	.....	.....	.....	.....	.....	...	97	6	2
8	15	15·5	20·5	18	15·5	19	14·5	3	1	...	.....	.....	38·5	20	8	
34·5	7·8	5	13·5	3.8	19·2	19.2	6·5	.....	...	.....	.....	...	.....	33		
11·5																
6	8															
16	.....	.....	.....	.....	10											
76	30·8	20·5	34	21·8	44·7	38.2	21	3	1	.....	.....	...	38·5	53	8	
17·2	2·5	3·2														

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
5	Hr. Grace ..	Harbor Grace..	....	S. Avery.....	...	$216 68	16	31
		Ship's Head....	....	Mrs. Stowe.....	....	182 08	6	16
						398 76	22	47
6	Carbonear..	Carbonear N ...	...	A. S. Peach.....	...	360 00	3·3	38·3
		Carbonear S.....	...	A. J. Crocker ...	....	300 00	6	31·7
		Crocker's Cove	...	R. Bransfield....	....	120 00	2	28
		Freshwater	...	J. Withycombe.	....	240 00	8·3	44·1
		Perry's Cove....	....	John Swayne.....	....	140 00	10	14
		Musquito Vil...	...	F. P. Simmonds.	....	106 67	12	32·5
		Victoria Vil.,...	...	Sarah Powell....	....	52 50	9·3	18·4
						1319 17	50·9	207

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
16·5	42·5	21	63·5	83	7464	182	41	65	.....	120		
14	13	23	36	36	2358	108	21·9	61	.....	30		
30·5	55·5	44	99·5	119	9822	290	62·9	63	.....	150		
32	60·3	23·3	83·6	102	15670	304	51·5	62	.....	60		
42·5	39·2	41	80·2	97	19430	407	47·7	60	.....	60		
15	24	21	45	45	2908	98	29·7	66	.....	30		
24·6	46·6	30·4	77	88	12066	300	40·2	52	.....	90		
2	11·5	14·5	26	27	2448	172	14·2	55	.....	50		
7·5	28·5	23·5	52	53	4660	164	28·4	55	.....	50		
4	15	16·7	31·7	36	6884	328	20·9	54	.....	40		
127·6	225·1	170·4	395·5	448	64066	1773	232·6	59	.....	380		

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
5	Hr. Grace..	Hr. Grace‡...	13	22	15	14·5	.....	15·8	30·5	19·5
		Ship'sHead‡.	6	6	24	.....	.....	8	17	11
			19	28	39	14·5	.....	23·5	37·5	30·5
6	Carbonear ..	Carbonear N*	24	17·3	21·6	20·6	.....	18	58·3	31·6
		Ditto S...	17·8	19	21·8	21·2	.....	24·5	45	26·5
		Crockers C.¶	17	11	17	.....	.....	4	15	.....
		Freshwater *.	28·6	17·6	31·6	.....	.....	32·6	35·6	25·3
		Perry's Cove‡	9	11·5	5	.....	.....	9	3	3·5
		Mosquito Vil‡	15·5	16	20·5	.....	.....	7	18	7·5
		Victoria Vil*	4	17	9·7	.....	.....	13·7	2·7	3·7
			116·6	109·4	127·2	41·8	.....	108·8	177·6	98·1

*Returns for three quarters. ‡Returns for two quarters. ¶Returns for one quarter.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.												
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
9	10·5	5·5	11·5	.....	17·5											
15	5	9														
24	15·5	14·5	11·5	.....	17·5											
30·6	14	22·1	19·3	.....	21·3											
37·5	10·5	21·5	9	7·8	11·5	9·2										
16																
45·3	5·6	5·3	6·3	.....	6·6											
2																
12	6·5	1														
7·7	1·7															
151·1	38·3	49·9	34·6	7·8	39·4	9·2										

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No.	
							No. under 7.	No. between 7 & 12.
7	Bay-de-Verds..	Blackhead.....	....	John C. Moors...	...	$238 60	9	28
		Mulley's Cove.	...	Moses Clarke....	...	160 00	32	43
		Adams Cove....	....	Robert James...	....	169 20	10	19
		Western Bay S	...	Patrick Walsh....	...	184 00	6	25
		Do. N	...	Pierse Hanrahan	...	100 00	10	15
		Ochre Pit Cove	....	Josiah Garland..	....	160 00	14	20
		Northern Bay....	....	Philip Goudie...	...	100 00	2	11
		Job's Cove.....	....	Eliza. Halliday..	...	44 00	5	3
		Burnt Point	...	John Morris.....	...	60 00	2	7
		Caplin Cove....	....	Joseph Johnson	...	60 00	4	17
		Island Cove.....	....	Wm. Lamb	...	210 00	30	35
						1485 80	124	223

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
34	38	33	71	71	11528	524	22	31				
15	52	38	90	90	19560	326	60	67				
14	24	19	43	43	8160	408	20	47				
29	40	20	60	65	17500	500	35	58				
7	21	11	32	35	10560	440	24	75				
18	28	24	52	52	8400	336	25	48				
7	10	10	20	25	6040	302	20	1				
3	3	8	11	13	1600	200	8	73				
17	16	10	26	30	4140	180	23	89				
2	13	10	23	30	8640	432	20	87				
20	55	30	85	90	19440	324	60	70				
166	300	213	513	544	115568	3972	317	62				

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

Districts.	Localities.	Reading.					Writing.		
		Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
7 Bay-de-Verds....	Blackhead*..	8	22	21	20	.....	7	56	56
	Mulleys Cove	20	15	21	.....	.....	6	10	.....
	Adams Cove	9	20	14	.....	.....	10	14	14
	West'n Bay S	6	30	24	.....	.....	20	15	10
	Ditto N	10	13	9	.....	.....	8	9	10
	Ochre Pit C..	5	14	33	.....	.....	7	32	24
	Northern Bay	12	8	.....	.....	.....	10	10	.....
	Job's Cove....	4	4	3	.....	.....	2	3	3
	Burnt Point.	6	15	5	.....	.....	10	5	.....
	Caplin Cove.	3	12	8	.....	.....	6	5	.....
	Island Cove.	26	34	25	.....	.....	30	20	18
		109	187	163	20	.....	116	179	135

*Returns in this district are defective and approximate.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
30	10	13	4	.....	5											
10	6	2														
8	10	4														
20	20	15														
1	2	4														
10	15	4														
6	4															
3																
8	7															
6																
22	14	15	15													
124	88	57	19	.....	5											

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
8	Trinity Bay South	Old Perlican.....	....	George Tuff.....	...	$240 00	34	45
		Grates Cove.....	...	Wm. Burt.....	...	160 00	10	14
		Lance Cove.....	....	Azariah March..	....	108 00	10	11
		Russell Cove....	....	Moses Button....	...	112 00	7	11
		Seal Cove.....	....	Robert Belban...	...	166 67	19	28
		Hants Harbor..	....	R. H. Parsons...	....	200 00	12	44
		Scilly Cove.....	...	Geo. E. Moors..	...	160 00	4	12
						1146 67	96	165
9	Trinity Bay West	Green's Harbor	...	Simeon Read.....	....	$159 00	18	20
10	Trinity Bay North	Trinity Hr.....	...	Mary E. Lucas..	....	$48 00	7·8	4·5
		Cucknold Cove	...	Cicely Morris.....	....	80 00	4	6
		English Hr.....	...	George Barnes..	....	100 00	15	12
		Britannia Cove	....	Wm. Palmer.....	...	100 00	4	2·7
		North'n Bight.	....	Matthias Martin	...	140 00	10·5	9·5
						468 00	41·3	34·7

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
24	59	44	103	120	24200	242	55	53				
10	20	14	34	60	9900	330	30	88				
16	25	12	37	40	9600	320	30	81				
.....	10	8	18	25	4472	344	13	72				
1	24	24	48	55	14620	430	34	71				
7	27	36	63	70	11700	390	30	48				
7	16	7	23	28	4320	240	18	78				
65	181	145	326	359	78812	2494	210	64				
.....	22	16	38	56	6190	318	19·4	51	61	60		
2·5	5·8	9	14·8	22	6479	489	13·2	89	26	20	1	
1·7	2	9·7	11·7	14	3600	360	10	86	105	28	2	
5	17·5	14·5	32	36	5224	184	28·4	89	76	40		
3	5·7	4	9·7	11	3120	360	8·7	90	15	50	5	2
5·5	8	17·5	25·5	28	4920	240	25	98	69	28	4	
17·7	39·0	54·7	93·7	111	23343	1633	85·3	91	291	166	12	2

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
8	Trinity Bay South....	Old Perlican.	40	30	18	15	.....	37	46	.....
		Grates Cove..	15	12	7	.....	.....	20	14	.....
		Lance Cove..	17	7	13	.....	.....	12	5	4
		Russel Cove.	6	6	6	.....	.....	4	2	.....
		Seal Cove.....	10	24	14	.....	.....	24	14	10
		Hants Harbor	18	22	23	.....	.....	25	17	20
		Scilly Cove...	7	13	3	.....	.....	5	2	.....
			113	114	84	15	.....	127	100	34
9	Trinity Bay West.....	Green's Hr....	12·2	18·8	6·8	.....	.....	18·5	8	8
10	Trinity Bay North.....	Trinity Hr...	6	3·8	2·8	.....	.....	8·5	3·5	.....
		Cuckold's C.*	5·3	5·7	1·7	.....	.....	5	3.7	1·7
		English Hr....	15	15	6	.....	.....	7	9	
		Brittannia C.	5	1	5	.....	.....	6	5	.....
		North'n Bight	15	5	.....	.....	.....	7	7·5	
			46·3	30·5	15·5	.....	.....	33·5	28·7	1·7

*Knitting and sewing taught.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
20	14	3	29	.....	12	.....	.....	3	....	....	....	....	....	....	5	
12	10	2														
8	2															
2																
5	6	3	2	.....	1											
23	2	5														
4	1	.....	2													
74	35	13	33	.....	13	.....	.....	3	....	....	....	....	....	....	5	
9																
3·8	.....	.....	1	.....	1											
5	1															
14.8	1	.....	1	.....	1											

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
11	Trinity E....	Catalina.....						
		Little Catalina						
12	Bonavista South....	Bonavista W						
		Do. E. ..	....	Alfred Vincent..	....	$280 00		
		Newman's C....	....	R. Skimmington	....	120 00	31	28
		Bird Id. Cove						
						400 00		
13	Bonavista West	Musgrave T....	...	M. A. Sinyard } Gideon Way.. }	....	130 00	10	6
14	Bonavista North	Greenspond.....	....	Ann R. Oakley..	...	$160 00	26	23·5
		Cape Freels.....	...	Jacob Rideout...	...	160 00	21	15·5
		Pinchards Id....	....	A. R. Oakley.....	....	80 00	10	11
		Cottlers Island	....	Wm. Howell	...	135 00	21	15
		Bloody Bay	....	Jane Sparks.....	...	40 00	6	5
						575 00	84	70

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
8	37	30	67	75	7280	208	35	52·2				
4	10	10	20	30	2268	189	12	60				
6	32·5	23	55·5	60	7724	108	42	75	.....	60	2	
5	20	21·5	41·5	51	9028	396	22·8	55				
3	9	15	24	24	1638	91	18	75	.....	.....	1	
5	22	19	41	41	5700	190	30	73				
.....	9	2	11	11	1800	200	9	82				
19	92·5	80·5	173	187	25890	985	121·8	70	.....	.....	3	

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
11	Trinity Bay East.....	Catalina*								
		Lit. Catalina†								
12	Bonavista E	Bonavista W†								
		Ditto E..	14	25	28	.....	.....	19	22	3
		Newman's C†								
		Bird Id Cove†								
13	Bonavista W	Musgrave T..	8	4	8	.....	.....	11	5	.....
14	Bonavista W	Greenspond‡	19	10·5	15·5	3·5	7	37	14	.....
		Cape Freels§	14·7	16	11·5	.....	.....	.....	15	2
		Pinchards Id‖	4	4	4	.....	10			
		Cottels' Id¶..	18	20	3					
		Bloody Bay..	5	6						
			60·7	56·5	34	3·5	17	37	29	2

*No returns; school house in course of erection. †No returns. ‡Returns for two quarters.
§Returns for one quarter. ‖Returns for one quarter imperfect and approximate.
¶Returns for five months.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.												
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
18	5	3	2	.....	2											
10																
27	3															
27	3															

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
15	Musgrave Harbor..	Musgrave Hr....	...	John B. Wheeler	....	$160 00	26	52
		Ladle Cove						
16	Fogo.....	Fogo.....	....	Lydia Lucas.....	....	72 00	11·2	6·8
		Change Islands	....	Alfred M. Pike...	...,	130 00	5	24
		Indian Islands.	....	Joseph Randall.	....	80 00	5	2
						282 00	21·2	32·8
17	Twillingate.	Twillingate.....	...,	W. T. Roberts....	....	163 10	3	30
		North Side (See remarks.)						
		Bluff Head (See remarks.)						
		Little Hr. (See remarks.)						
		Fridays Bay (See remarks.)						
		Merritts Hr. (See remarks.)						

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.						Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.	No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	No. visits by members of Board.	No visits by other School Visitors.
6	44	40	84	90	20400	340	60	71				
5	6·8	16·2	23	42	4176	232	18	80	50	20	9	4
11	21	19	40	40	2900	116	25	62	.....	25	4	
14	13	8	21	21	1323	63	21	100	.....	40	2	1
30	40·8	43·2	84	103	8399	411	·64	76	.....	85	15	5
17	36	21	57	65	16700	334	50	78				

EDUCATION.

TABLE B 8.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
15	Musgrave Harbor.....	Musgrave Harbor.....	24	35	27	.....	.....	26	21	25
16	Fogo.....	Fogo	8·2	9·2	5·5	1·8	1·8	7·8	10	.....
		Change I'lds.	15	12	10	3	.....	14·0	26	.....
		Indian Islands	5	6	4	6	.....	6	10	.....
			28·2	27·2	19·5	10·8	1.8	27·8	46	.....
17	Twillingate.	Twillingate...	9	10	34	.....	.....	30	24	18

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
12	14	6	8	.....	.....	.....										
6	1·2	.....	2·2	.....	1.5	.....	.....	.....	.....	.....	.....	.....	.....	9	3	
9	.....	.....	6	.....	4	.....	1									
4	3	3	2	.....	5	.....	1	1								
19	4·2	3	10·2	.....	10·5	.....	2	1	.....	.....	.....	.....	.....	9	3	
36	7	5	.....	.....	2											

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
18	Moreton's Harbor and Exploits.....	Moreton's Hr...	....	.....	...	$200 00		
		Tizzard's Hr....						
		Exploits.....	....	Ed. LeGros.....	....	200 00	29	22
		New Bay Hr...	....	Ad. Yates.....	...	80 00		
						480 00	29	22
19	Notre Dame Bay.....	Little Bay Id...	...	Esau Picot	....	192 00	10	24
		Ward's Harbor	...	Louisa Rideout..	....	102 40	16	20
		Jackson's Cove						
		Nipper's Harbor						
		Burying Place						
		Shoe Cove.....						
						294 40	26	44
20	Placentia B	Sound Island...	...	Lydia Hollett....	...	84	9·2	24·8

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
9	34	26	60	75	18036	501	36	60				
9	34	26	60	75	18036	501	36	60				
.....	20	14	34	40	8160	408	20	59				
9	22	23	45	50	6800	340	20	44				
9	42	37	79	90	14960	748	40	51				
1	12·2	13·5	25·8	31	5408	319	16·9	66	33	.....	1	12

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
18	Moreton's Harbor and Exploits	Moreton's Harbor *.....								
		Tizzard's Hr*								
		Exploits†.....	20	22	18	.....	.....	15	12	15
			20	22	18	.....	.....	15	12	15
19	Notre Dame Bay.....	Little Bay Id‡	19	4	10	1	.....	4	7	.....
		Wards's Hr§.	12	24	9	.....	.....	8		
		Jackson's C..								
		Nipper's Hr‖								
		Burying Place								
		Shoe Cove ...								
			31	28	19	1	.....	12	7	.....
20	Placentia B	Sound Island	10·2	5·2	10·2	.....	.....	6·5	12·5	6·8

*No returns. †Returns for three quarters. ‡Returns for two quarters.

§Returns for one quarter. ‖A Union School was maintained at Nipper's Harbor during winter by Church and Methodist Boards. No returns.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.											
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
10	5	5	18	.....	11											
10	5	5	18	.....	11											
10	.....	.....	.....	.....	4											
10	.....	.....	.....	.....	4											
10·8	1·8															

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

GENERAL

No	Districts.	Localities.	Grade of School.	Teachers.	Grade of Teachers.	Salary.	Average No. No. under 7.	Average No. No. between 7 & 12.
21	Burin	Burin		Willis Parsons		$253 00	6·8	26·7
		Great Burin		Edward Hollett		120 00	10·5	25·2
		Spoon Cove		Hannah Wear		80 00	9·2	9·3
		Fool's Cove		Thomas Reid		60 00	4	12
		Mortier Bay						
		Flat Islands		Frederick Stowe		115 00	7·5	25·3
						628 00	38	98·5
22	Grand Bank	Grand Bank		E. Picot		240 00	19·5	49·8
		Ditto		Sarah Tipple		163 90	15·8	39·5
		Fortune		J. N. Haddon		240 00	22	56
						643 90	57·3	145·3
23	Lapoile	Petites		Ph. G. Brock		240 00	12·8	12·5
24	Channel	Channel		J. L. Kelly		300 00	12·3	15·3

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

STATISTICS.

registered each quarter.				Whole number under tuition during the year.	Attendance.				No. of Children of the denomination in the settlement, from 5 to 15.	No. of children for whom suitable accommodation in School is provided.	Visits.	
No. over 12.	No. of Boys.	No. of Girls.	Total Pupils.		Total attendance morning and afternoon by all pupils.	Times School has been opened.	Average attendance.	Percentage of average attendance compared with average No. on Register.			No. visits by members of Board.	No visits by other School Visitors.
16	26·5	23	49·5	85	13027	441	29·5	59	138	50	9	
12·8	31	17·5	48·5	64	11371	386	29·6	61	91			
1	14	5·5	19·5	48	3900	390	10	51	56	40	8	
3·7	11·7	8	19·7	25	2271	138	16·4	83	26	30	.....	3
12	24·5	20·3	44·8	50	7077	297	23·9	54	71	80	5	3
45.5	107·7	74·3	182	272	37646	1652	109·4	60	382	200	22	6
5·5	72·4	2·4	74·8	75	10953	191	57·3	77				
4·2	.....	59·5	59·5	85	10904	214	51·4	86				
12	40	50	90	90	35012	462	76	82				
21·7	112·4	111·9	224·3	250	56869	867	184·7	82				
3·8	11·8	17·2	29	35	10512	438	24	82	48	40	22	
4	18·6	12	30·7	40	79500	300	26·5	86	45	40	4	1

EDUCATION.

TABLE B 3.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND UNDER

Average Number for the year in the

	Districts.	Localities.	Reading.					Writing.		
			Standard I.	Standard II.	Standard III.	Standard IV.	Standard V.	On Slates.	On Copy Books.	In Composition.
21	Burin.....	Burin.....	7·5	10·2	9·5	9	9·8	20·2	17·5	6·8
		Great Burin..	20	20	4·5	.....	.....	14	17·5	.....
		Spoon Cove...	4	4	3·8	4	3	10	5·8	.....
		Foot's Cove..	4·7	4	2	.....	.....	2·7	2·7	.....
		Mortier Bay*								
		Flat Islands..	18	18	8	.....	.....	15	15	.....
			34·2	56·2	27·8	13	12·8	61·9	58·5	6·8
22	Grand Bank	Grand Bank..	28·5	8·5	12·2	11·5	14	7.5	24·8	10·5
		Do. Miss Tipple	14	13	10·5	16·5	.....	13·2	18·5	3·5
		Fortune.....	20	36	14	11	9	36	40	19
			63·5	57·5	36·7	39	23	56·7	83·3	32
23	Lapoile.....	Petites	7	8·5	6·5	6	.....	10	14·2	.....
24	Channel	Channel.....	14·3	4·7	6·3	1·7	3	16·3	15·7	10·7

*No returns.

EDUCATION.

TABLE B 3.

METHODIST BOARDS FOR YEAR ENDED JUNE 30, 1876.

different Branches of Instruction.

Arithmetic.			Geography.		Grammar.										
Standards II. & III.	Standard IV.	Standard V.	Standards III. & IV.	Standard V.	Standards III. & IV.	Standard V.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects.	Square feet of Black Board.	Number Maps.	Other apparatus.
16·8	7·2	5·2	7	1·8	7.8	.....	8.5	1	....	...	....	...	....	...	7	
16	2·2	2														
5.8	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	...	....	9		
3																
.....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....	....	....	5		
41·6	9·4	5·4	7	1·8	7·8	.....	8·5	1	....	....	....	...	....	14	7	
2	2·8	15·7	.....	.....	.....	.....	.....	....	...	....	...	....	....	...	4	
15·5	5	1·5	.....	.....	6.5											
20	20	8	7	7	5	5										
37·5	27·8	25·2	7	7	11·5	5	.....	....	....	...	....	....	....	....	4	
10·2	5·8	7·2	6	.....	6	.....	.....	....	....	....	...	...	....	18		
14·3	8·5	8	.....	.....	.....	.....	.....	2	....	...	...	...	....	60		

EDUCATION.

TABLE C.

THE PUBLIC SCHOOLS OF NEWFOUNDLAND

District.	Balance on hand July 1st, 1875.	Grants for general purposes.	Grant for Books.	Grant from $40,000 for building, &c.	Fees.	Voluntary contributions.	Receipts from other sources.	Total Income.	Balance if overdrawn June 30th, 1876.
St. John's	.....	.....	.....	.....	.....	.....	.....	393.53	.....

EDUCATION.

TABLE C.

UNDER CONGREGATIONALIST BOARDS.

Balance if overdrawn July 1st, 1875.	Salaries to Teachers.	Am't paid Secretary.	For books, maps, &c.	For incidentals, fuel, insurance, &c.	For repairs, rents, &c.	For sites and building school houses.	Total expenditure.	Balance on hand June 30th, 1876.
.....	$60 00	.....	.....	.....	.....	$160 00	220 00	$173 53

EDUCATION.

TABLE D 1.

ACADEMIES, TRAINING SCHOOLS, GRAMMAR SCHOOLS OF AND CONGREGATIONAL BOARDS

	Board of Directors.	Income.						
		Balance on hand July 1st, 1875.	Grant for general purposes.	Fees.	Vol. Contributions.	Receipts from other sources.	Total Income.	Balance if overdrawn.
Methodist Academy, St. John's.	Rev. J. S. Peach Hon. J. J. Rogerson C. R. Ayre, Esq Hon. S. Rendell	304 60	1481 10	1651 27	...	60	3496 97	.....
General Protestant Academy and Presbyterian Commercial School, St. John's.	Rev. M. Harvey " J. W. Patterson " Thomas Hall Hon. R. Thorburn " P. Tessier J. Goodfellow, Wm. Boyd, G. Browning, J. N. Fihlay } Esqs.		No Returns.					
Harbor Grace Grammar School.	John Munn, H. W. Trapnell, John Ryan, Mark Parsons, T. R. Bennett, P. Devereaux } Esqs.	.....	.....	.....	...	.....	1544 00	143 03
M. Grammar School, Carbonear.	Rev. John Goodison I. L. McNeil, B. T. Gould, Wm. Penny, Jas. Rorke } Esqs.		No Returns.					

EDUCATION.

TABLE D 1.

NEWFOUNDLAND, UNDER METHODIST, PRESBYTERIAN FOR YEAR ENDED JUNE 30th, 1876.

	Expenditure.							
Balances if overdrawn July 1st, 1875.	Salaries to Teachers	Amounts paid Secretaries.	Amounts paid for Books, Maps, Apparatus.	Incidentals, Fuel, Insurance.	Repairs, Rents.	For Building purposes.	Total Expenditure.	Balance on hand July 1st, 1876.
.....	2160 00	.....	102 23	112 80	241 96	14 98	2631 97	865 00
.....	.....	.....	.....	.....	.....	.....	1687 03	

EDUCATION.

TABLE D 2.

ACADEMIES, TRAINING SCHOOLS, GRAMMAR SCHOOLS, AND CONGREGATIONALIST BOARDS

	Principal and Teachers.	Salaries.	Pupils' Ages.						Attendance.				Pupil Teachers.		
			No. under 10.	No. between 10 & 14.	No. over 14.	No. of boys.	No. of girls.	Total pupils.	Whole number under tuition during the year.	Grand total attendances by all pupils.	Times the School has been open.	Average attendance.	Males.	Females.	Total.
Methodist Academy, St. John's.	R. E. Holloway, B. A.....	1200													
	E. Handcock.....	640													
	J. W. Nichols.....	480													
		2320	19	49	62	90	40	130	160	56160	432	130	5	5	10
General Protestant Academy and Presbyterian Commercial Sch'l, St. John's	Adam Scott.....														
	Robert Stott	480	24	30	10	64	...	64	.....	17279	434	39·8	...	...	.....
Congregationalist Training School, Saint John's.	Emily Good.....														
	Matilda Good.....	.....	...	...	...	42	76	118	157	48240	536	90	...	...	.....
Harbor Grace Grammar School.								54	.....	.....	.....	.....	...	...	.....
Methodist Grammar School Carbonear.															

EDUCATION.

TABLE D 2.

OF NEWFOUNDLAND, UNDER METHODIST, PRESBYTERIAN FOR YEAR ENDED JUNE 30th, 1876.

No. of examinations in the year.	No. in Reading, Spelling and Dictation.	No. writing on copy-books.	No. in Drawing.	In Arithmetic.	In Mensuration.	In English Grammar.	In Composition and Elocution.	In History.	In Geography.	In Book-keeping.	In Geometry.	In Algebra.	In Navigation.	In Trignometry.	In Natural History.	In French.	In German.	In Spanish.	In Latin.	In Greek.
4	180	130	60	130	20	100	60	110	110	20	10	20	2	2	.....	20	6	4	16 Short hand... Chemistry.... Mechanics.... Hydrostatics.	2 1 1 1 1
4	64	60	...	60	5	29	5	29	41	5	3	...	1	1	.....	....	...	...	3	
.....	118	86	31	118	.....	64	64	52	118	...	...	...	.....	.....	118	9				
.....	54	54	...	54	.....	54	50	.....	54	22	10	...	.....	.....	.....	.....	...	21	5	

EDUCATION.

TABLE D 3.

PUPIL TEACHERS AT THE METHODIST ACADEMY FOR THE YEAR ENDED JUNE 30, 1876.

	Names.	When Received.	Remarks.
1	John Spracklin	July, 1875	The Board of Examiners consists of— Rev. Thomas Harris, R. E. Holloway, Esq., B. A., and the Superintendent for Methodist Schools.
2	Herbert Dowden	" "	
3	Thomas Soper	Sept. "	
4	Wm. Garland	Nov. "	
5	Peter Moors	" "	
6	Sarah A. Cross	Oct. "	
7	J. G. Bulley	Dec. "	
8	E. Garland	Jan. "	
9	C. Tilley	" "	
10	S. A. Salter	" "	

EDUCATION.

PART III.

VISITATION AND INSPECTION.

GENERAL REMARKS.

This part of the work of the Superintendent has been in some districts, and in many localities, general rather than particular; and in all, as elsewhere stated, preparatory under the "Education Act," for the grading of schools. This report, therefore, must be also general.

ST. JOHN'S DISTRICT.

The attention of the Board has been largely directed towards the Model School, for the successful establishment of which it has taken a deep interest. In the east of the city it has had a school in successful operation for the year. At last visitation of this school, I observed good progress and was pleased with very marked improvement in reading. At Pouch Cove, a piece of land has been purchased for school purposes, so that with the superior school room, the premises are very eligible. Two visits were made within the year; at the latter it was obvious a new departure in the way of progress had been made from the time of the former one. Scholars present numbered fifty-seven and yet, as at my previous visit, they were chiefly young. At Bauline the scholars shewed pains had been taken by the teacher and, though the school was elementary, the answers were satisfactory.

BRIGUS DISTRICT.

In Brigus a neat school house has been erected, 45 feet by 25 feet and 10 feet 6 inches high, with ceiling arched and plastered. Both the exterior and interior reflect much credit upon the Board. In the latter it has panel work under the windows and all around, above which it is ceiled to the wall plates, where it is finished with a neat cornice. It has a blackboard twenty-five feet long, and is fitted up with suitable furniture, &c. While this school house has been in course

EDUCATION.

of erection, the superior school under Mr. Murrish has been conducted in the Temperance Hall. The maintenance of the school under a first class teacher, trained at Westminster, England, does honor to the public spirit of the community, and its general efficiency as I have learned from two visits, must prove a great blessing to the pupils generally. At Riverhead, the Board has built a school in every respect a duplicate of the above, except that the site obliged them to build it not quite so wide. At Cupids a new school house, with teacher's dwelling, is about to be built, which is greatly wanted. I was pleased to note great progress in the interval between two visits, one in January and the other in September last, attributable partly to the introduction of better furniture, a blackboard, and approved Text Books. The copy books shewed considerable merit in penmanship and the classes, generally, painstaking on the part of the teacher. At Clark's Beach, a thorough examination of the classes proved satisfactory, and like results appeared from the use of the Royal Readers. At the Gullies, the school is elementary. At Bull Cove school had been closed for a time owing to the death of the teacher.

PORT-DE-GRAVE DISTRICT.

The teacher had been laboring under great disadvantages for want of a suitable school room, maps, blackboard, and uniform Text Books. The Board has but limited means, but since my visit has been doing all in its power to correct these great wants. With tokens of diligence on the part of the teacher, under the above unfavorable circumstances, I found also very pleasing results from the co-operation of his wife, who, in the afternoons, had taught needlework, crotchet, &c., to the girls.

BAY ROBERTS DISTRICT.

There has been no school in operation under this Board till lately, as school houses were in course of erection.

HARBOR GRACE DISTRICT.

There have been two schools in operation under this Board. The principal one has been held in the new, commodious and comfortable school house. With limited means the Board has done well in securing

this school property, and, except in the matter of seats, has in every respect a school house which, with its premises, does it much credit. Up to the time of my visit, the teacher had not been able to manage his large school very successfully, for want of classification, rendered impracticable by the use of a diversity of books. Since then this evil has, at least in measure, been corrected, and I doubt not another visit will enable me to discover a condition of the school far more satisfactory than in September last. The other school has been conducted at Ship's Head by a painstaking lady, whose efforts have been considerably marred in like manner to the above.

CARBONEAR DISTRICT.

The Board has arranged with the Commissioners of the Grammar School to conduct a graded school in two departments, under the principalship of Mr. Storey, who was trained at Westminster, and holds a first-class certificate, assisted by Mr. A. S. Peach, previously teacher of the Board School. This arrangement has my fullest approval, and I doubt not, educationally, will prove highly beneficial. As it commenced only at the time of my last visit, made for the purpose of helping to effect it, I can only add that the Chairman reports it to be a success. At South side and Freshwater the Board has built two very superior school houses, and has another in course of erection at Perry's Cove.

The teachers at the first two places have for some years done good service in their localities, and have eagerly received all hints communicated to them to render their schools still more effective.

The four other schools under this Board are very elementary and capable of great improvement.

BAY-DE-VERDS DISTRICT.

This is the most populous of all the districts under Methodist Boards, and its grants are not only the largest on that account, but its operations become to the country, as well as to the denomination, of prime consequence. These hitherto in my judgment have been, as a whole, not very satisfactory; but I am glad to report some encouraging tokens of progress. Two large and very respectable school houses

EDUCATION.

have been built at Blackhead and Island Cove, and some others are in course of erection; so that when the latter are completed, and some improvements effected upon some of the older houses, this district will be well supplied in respect to school buildings. At the time of my visit (in May) one of the teachers was in St. John's, and the school of another was reported closed through an epidemic then prevalent. Three of the eleven schools under this Board, being winter schools only, were closed. In the six visited by me, I found a very great want of books, as the Board had been waiting to learn the issue as to uniform text-books. Blackboards and maps were also required, but not to the same extent. These wants, I have reason to believe, the Board has since in part supplied, and will do so more fully in the future. The schools at Blackhead and Western Bay appeared to fair advantage, and gave evidence of having had faithful teachers who had striven to do their duty. An educational apathy among the people in some of the other places, greatly affecting the attendance of pupils or other causes operating against the success of their schools, left upon my mind the impression that very great reform is practicable in this important district.

TRINITY SOUTH DISTRICT.

At Old Perlican a new school house forty-four feet by twenty-four feet, which had been long greatly needed, has been nearly completed. Thirty-five pupils were present at the time of inspection, who, despite of the great drawbacks from lack of suitable books, &c., passed pretty well in all their classes, showing very clearly an amount of industry and tact on the part of the teacher, which, under more favourable circumstances that the Chairman is striving to bring about, will, I doubt not, show itself to much greater advantage. At Grate's Cove the school appeared to disadvantage, there being only nine present. The children were in the potato gardens, or I fear in not a few cases at home, through the indifference of their parents.

I did not visit the other schools under this Board, but may say that in the previous summer I found the school at Hant's Harbor efficiently conducted, and the one at Seal Cove evincing industry on the part of the teacher.

TRINITY WEST.

At Green's Harbor a very neat school house, thirty-two feet long and otherwise well proportioned, has been built. A worthy man, with

moderate attainments and few modern ideas of teaching, conducts the school. Books, &c., were greatly needed. Twenty-six scholars were present.

TRINITY NORTH DISTRICT.

Several school houses are in course of erection, and others are urgently required. An elementary school is taught in a private dwelling at Trinity Harbor, whose teacher prosecutes her work with assudity and success. At English Harbor twenty-six pupils, out of twenty-nine registered, were present—chiefly very young. Books and classification were very noticeable wants, both of which the Chairman has since strenuously endeavored to supply. At Cuckhold's Cove, where a new school house has been built, the school has just closed for the season. Few districts under Methodists Boards, when the isolation of settlements is taken into account, will have more demands upon their means to overtake their educational necessities.

TRINITY EAST DISTRICT.

At Catalina a school house has been built and furnished in a style truly handsome. School at my visit had just opened auspiciously under a well qualified teacher from New Brunswick. At Little Catalina I found little to approve.

BONAVISTA SOUTH DISTRICT.

At Bonavista things in general were most satisfactory. In the West a large school showed respectable progress under a teacher trained in England, in a new and commodious school house, furnished with black boards, illustrated cards, ball frame, &c., and supplied with approved text-books. In the East I found also a new and handsome school house, in which a worthy teacher showed he too was doing good service to the Board, under circumstances similarly encouraging. At Bird Island Cove a school house was being built.

BONAVISTA WEST DISTRICT.

At Musgrave Town it has been the custom to engage a female for summer as teacher, and a master who is a resident for the chief part

EDUCATION.

the remainder of the year. My visit was made in the trastition period. Nevertheless, the master marshalled the children of the settlement, who being examined in the elementary branches, particularly in order to illustrate methods of teaching that I wished to be introduced, passed moderately well, evincing an encouraging aptitude to learn, which I find to be a general characteristic, under average conditions, of the usual healthful children of the colony.

BONAVISTA NORTH DISTRICT.

At Greenspond a very handsome school house has been built on a commanding site, adding another public building to those previously attractive to the visitor. Here I found a school had been for a short time in operation under a teacher who had been two years a pupil teacher, and that it was bidding fairly to be successful, having the advantages of the new text-books which everywhere seems to do half the battle by interesting the children.

FOGO AND TWILLINGATE, MORETON'S HARBOR AND EXPLOITS DISTRICTS.

These received from me but a transient visit, as they had been visited the summer previous. In each I found that things were going forward satisfactorily. The Twillingate Board has had its means thus far largely absorbed by its six new buildings, two of which are finished and all the rest well advanced. I sincerely hope that before long this Board, having by its judicious energy recovered itself from the anomalous position into which it was thrown by the settlement of school property, will soon have a school in successful operation in all its neat and suitable new school houses.

NOTRE DAME BAY NORTH DISTRICT.

The final settlement of school property having been till lately delayed by the incompleteness of the census, school operations in this fine district were in some of its settlements greatly retarded. The death of the Chairman, Rev. John Dixon, so soon after it had been constituted a district, also operated for a time prejudicially. Under its present energetic chairman, I feel assured the board will soon have things more as I desire. The school at Little Bay Island has been lately

re-opened under a new master; that at Ward's Harbor under a mistress; a new school opened at Jackson's Cove, under a master; and arrangements made for the speedy erection of several new school houses where they are required. Much needs to be done in this northern district to overtake the educational necessities of the youth; but, with a good understanding between the denominational Boards, and each doing its proper part judiciously, I shall soon expect satisfactory results.

BURIN DISTRICT.

The school which for some time has been held alternately at Collins' Cove and Burin Bay was kept last summer at the latter. Thirty-one pupils were present at my examination. The condition of the school was satisfactory, and in some branches scholars showed more than average promptitude and accuracy in their answers. As the distance between the settlements has acted unfavorably in respect to good attendance, and the people are desirous of having a superior school, a public meeting was called during my visit, at which the claims of education were strongly enforced by the chairman, assisted by the superintendent; at the close of which the Board, actuated by the sentiments of the people, resolved to have a central school midway between the settlements, and to build, without delay, a suitable school house and teacher's residence, several gentlemen present, who were anxious for a superior school, promising contributions.

At great Burin Island I found thirty-eight scholars present. The school house was very poor; but a new one is now being built. The teacher gave evidence of diligence, and the pupils of having profited therefrom, so far as they had gone in their respective classes. At Spoon Cove, Foots' Cove, Mortier Bay and Flat Islands, elementary schools have been taught with moderate success. The chairman has exerted himself much to introduce uniform text books, etc., and with salutary effect.

GRAND BANK DISTRICT.

There are two schools at Grand Bank. One for boys and another for girls. The former had received a new teacher trained at the Methodist Academy a few weeks before my visit, consequently it was

EDUCATION.

just newly organized. The prospect was, however, encouraging, the attendance being good and the teacher apparently resolved to succeed. The girls' school was doing well; fifty-four were present, who were under excellent discipline and gave me gratifying proof of having done their work well under their energetic and devoted mistress. New school houses are badly wanted or, what would be still better, one building adapted for a graded school. This matter, I am persuaded, is in good hands, and I am sure, educationally, a new era has been inaugurated. At Fortune Harbor the school is, I believe, very ably conducted. The unexpected arrival of the steamer shortened my examination of it, but the good singing of the pupils led by their teacher on a Cabinet Organ, the neatness of the copy books and quality of the writing, the specimens of reading, which I heard, and the general appearance of the scholars, and I may add of the schoolroom, decorated with illustrated cards, left very favourable impressions on my mind, both as to the competency and faithfulness of the teacher, and the general efficiency of the school.

LAPOILE DISTRICT.

At Petites the master is painstaking and faithful, but till lately experienced much inconvenience from want of books, maps, &c. In some of the higher classes reading was very good. Spelling generally was fair; writing also was good. The school at Western Point was not open.

CHANNEL BOARD.

The school at Channel has had the services of a teacher who has a certificate of grade B from Nova Scotia, and whose salary has been made up considerably by fees or contributions. The school house is well situated but very inferior. It has, nevertheless, ample blackboards, desks and seats with backs for pupils. Twenty-eight scholars were present, whose reading and writing were good and whose examination in arithmetic and grammar was satisfactory.

I have the honor to be,

Your Excellency's obedient servant,

GEORGE S. MILLIGAN,

Superintendent of Methodist Schools.

APPENDICES.

EDUCATION.

STANDARD FOR THE

Subjects.			Reading	Writing.	Arithmetic.
First Grade.	Second Grade.	Third Grade.	Standards. I.	To read in monosylables.	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 substraction of numbers, and multiplication tables to 6 times 12.
			III.	To read with intelligence a short paragraph from a more advanced book.	To write on slates from dictation, a sentence correctly and neatly, and in copy books, small hand capitals and figures.	To work a sum in any of the compound rules.
			IV.	To read with expression a passage of poetry or prose selected by the superintendent.	To write from dictation a passage from an advanced school book; copy books to show improvement.	Practice, bills of parcels and simple proportion.
			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.	Compound proportion and vulgar fractions.

EDUCATION.

GRADING OF SCHOOLS.

Grammar.	Geography.	History.	Navigation.	Average attendance to qualify for grading.			Remarks.
							1. It will be seen by reference to this Schedule that in the third grade scholars are required to pass in standards I, II, III, in the second grade they are required to pass in standard I, II, III, IV, and in the first grade they are required to pass in all the standards.
To point out nouns in a passage read.	Elementary.			15	30	45	
To point out nouns, verbs and adjectives, and tell their relations on a sentence.	Western hemisphere, particularly Newfoundland.	Introductory.					2. The subjects prescribed in this Schedule are regarded as essentials. Schools in which singing, drawing and drill, and higher branches are taught, will receive honourable mention.
Parsing of simple sentences.	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.				

EDUCATION.

SCHEDULE D.

SYLLABUS FOR GRADING TEACHERS.

GENERAL REGULATIONS.

1—Every candidate shall be at least sixteen years of age, in good health, and of unexceptional moral character.

2—Shall have been a Pupil Teacher in one of the Training Institutions provided for by this Act : or

3—Shall have been trained in some other recognized Training or Normal School abroad.

4—Or shall have served as teacher for at least two years.

5—Shall be acquainted with the provisions of this Act.

6—Shall have a knowledge of school organization, comprising the classification of pupils, the arrangement of studies, the real object and necessity as well as the best means of discipline, and of securing the health and comfort of the pupils.

8—Shall have a knowledge of approved methods of teaching, and to be able to illustrate the same by actual practice.

GRADE III.—LANGUAGE.

READING.—To read with distinct utterance and due attention to punctuation.

ENGLISH GRAMMAR.—To parse any simple sentence and apply the rules of syntax.

EDUCATION.

COMPOSITION.—To write a composition from a short narra tive read.

HISTORY & GEOG RAPHY.

HISTORY.—Outlines of English History.

GEOGRAPHY.—To be acquainted with elementary geography in general, particularly that of Newfoundland, and to be able to draw from memory an outline map of the same.

MATHEMATICS.

ARITHMETIC.—To work any sum in practice, simple proportion and bills of parcels, and to have some knowledge of mental arithmetic.

GRADE II.—LANGUAGE.

READING.—To read with fluency, ease, and expression, and to recite thirty consecutive lines from any Standard Poet.

ENGLISH GRAMMAR.—To parse and analyse any simple sentence.

COMPOSITION.—To write a composition from a narrative read, or on a given familiar subject.

HISTORY & GEOGRAPHY.

HISTORY.—To have a fair knowledge of British History.

GEOGRAPHY.—To be able to draw from memory an outline map of North America, and to indicate the chief mountain ranges and principal rivers, and to have a fair knowledge of the geography of the world.

EDUCATION.

MATHEMATICS.

ARITHMETIC.—To work sums in interest, compound proportion, and vulgar fractions, with an increased knowledge of mental arithmetic.

BOOK KEEPING.—To understand the keeping of accounts by single entry.

EUCLID.—Book I.

ALGEBRA.—As far as simple equations.

GRADE I.—LANGUAGE.

READING.—To read a passage in prose and another in verse, with distinct utterance, correct pronunciation, proper pauses, fluency and expression, and recite correctly and with taste, forty lines of poetry or prose, from memory.

ENGLISH GRAMMAR.—To parse and analyse any given English sentence.

COMPOSITION.—To write narrative composition and prepare an original essay on any given subject pertaining to their professional work.

HISTORY AND GEOGRAPHY.—To have a good knowledge of British History and of Newfoundland, as soon as a suitable text book on the history of the colony is obtained and approved.

GEOGRAPHY.—To draw from memory an outline map of any of the continents, with the mountain ranges and chief rivers accurately marked, and to answer any question on the general geography of the world.

MATHEMATICS.

ARITHMETIC.—To show readiness in mental arithmetic and to work any sum in the several rules of an authorised text book.

EDUCATION.

ALGEBRA.—To understand Algebra as far as quadratic equations.

EUCLID.—Books I. to IV., inclusive.

PRACTICAL MATHEMATICS.—Mensuration of surfaces and simple solids, plain Trigonometry, Navigation, and to have a knowledge of Land surveying, and of Book-keeping by single and double entry.

HONOURS.

A candidate for any certificate may receive honourable mention for acquaintance with any languages or branches of natural science, or of mathematics, not enumerated in the above curiculum.

Females are not required to pass examination in Algebra, Euclid, and practical Mathematics; but credit will be given for acquaintance shown therein. They shall, however, be required to be able to give instruction in domestic economy, needlework, knitting and netting.

EDUCATION.

SYLLABUS OF SUBJECTS FOR

	Health.	Character and conduct.	Reading.	Writing.
For admission.	A certificate of good health satisfactory to the Board of Examiners.	A certificate of good character from the Chairman of Nominating Board.	To read a passage from a standard book with moderate ease and expression.	To write in a neat hand with correct spelling and punctuation a short paragraph from a first-class school book, slowly dictated.
First year.	A certificate from the master that the health of the pupil teacher continues good.		To read with fluency and expression, and be able to recite 30 lines from any standard poet.	To write from dictation in a neat hand, with correct spelling, a passage of simple prose.
Second year.	Same as above.		To read with improved articulation and expression and recite 40 consecutive lines.	To write from memory the substance of a passage of simple prose.
Third year.	Same as above.		To read as above and to recite 60 consecutive lines of poetry.	To write as above, and be able to produce an original composition on some subject given by the Board of Examiners.

EDUCATION.

TRAINING PUPIL TEACHERS.

Arithmetic, &c.	Grammar.	Geography.	History.	Teaching.
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 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. 1060, to Henry VII, outlines of.	To teach a class to the satisfaction of Board of Examiners.
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.
Decimal fractions, including decimal coinage Newfoundland; 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 the present date, with review.	As above.

EDUCATION.

REPORT upon the Inspection of Roman Catholic Schools, for the Year 1876.

INTRODUCTORY.

My inspection of the Roman Catholic Schools, visited the past summer, does not enable me to chronicle any marked improvement effected since my previous report of them.

The daily attendance has not increased, nor has the percentage of children learning the higher subjects taught in the schools been enlarged, except in geography and grammar.

The most favourable view that can be taken of the present position of our Board schools, is that they have not retrograded when compared with the operations of the past years.

But, as I have stated in previous reports, I am satisfied that far better results can be obtained, and it rests chiefly with the chairmen to secure them.

No doubt there are creditable instances of honest endeavours being made by chairmen to make the most of their available means towards rendering their schools more efficient. But on the other hand there are wanting in too many instances that earnestness in the management of the schools and that constant supervision of their working on the part of those upon whose action in this matter so much depends.

So long as we permit so large a number of our school houses to remain unfinished, the rooms unfurnished, or but partially so, and the supply of books and other necessaries to be not only insufficient, but made without any regard to system, and in total disregard of the many suggestions offered to the chairmen for their guidance in this matter, it can hardly be said that our efforts in this direction those years past have been marked by that earnest zeal that alone secures success.

EDUCATION.

In face, too, of the large aggregate balance that is returned each year, lying unproductive in the hands of the chairmen, this neglect appears the less excusable.

SCHOOL HOUSES.

There are one hundred and forty Roman Catholic Schools, leaving out some small schools which are permanently in operation. Of these fifteen are held either in the vestry of a chapel or at the residence of a teacher.

Of the one hundred and twenty-five school houses, there are fully thirty that have either never been finished, or that require at present a large amount of repairing to render them fit to have school held in them.

The remaining school houses are in general good, and in some instances superior buildings. But even a number of these require some improvement in one shape or other to be effected, such as painting, having porches erected, and quite a number require to have fences put round them. With respect to out offices, there are not more than twenty school houses provided with these necessary appurtenances.

I would beg to call the attention of the chairmen of the several Boards to this latter fact, and would strongly recommend that this want be at once supplied.

As I have remarked in previous reports, our school houses should be models of neatness and comfort. The immediate benefit that would surely result would be a more cheerful and constant attendance of pupils; the remote might be looked for in the improved taste of the rising generation in the style of their dwellings.

The want of means can hardly now be pleaded in excuse for any neglect in this matter. The ample grant for this special object, the building and repairing of school houses, removing all difficulties on that head.

However, as it was only this year that the grant came into the hands of the chairmen, it is to next year's operations that we must look

EDUCATION.

forward to for the happy results that must follow from a prompt and judicious expenditure of this money.

BOOKS AND STATIONERY.

I have entered so fully in my last and previous reports into the subject of supplying the Roman Catholic schools with books and the best mode, as I conceived, of doing so, that I need now only refer to my remarks on these occasions.

I am happy in being able to state that a few of the chairmen concurred in my views of that matter, and requested me to furnish them with a list of the books which I thought would be required for each of their schools, which I did.

The necessity of providing the schools with stationery, at least in the extern districts, where these things cannot be procured with any certainty in the settlements, where schools are established, must be obvious to any one visiting these schools and witnessing, as I have so frequently done, the number of children capable of writing and cyphering who are precluded from the practice of either, for months at a time, for the want of these small necessaries, which the expenditure of a few pence would supply, but which are not to be purchased in their locality.

Of course these things are not to be given gratuitously to the children. The teachers should be supplied with a small stock of these necessaries, to be sold to the pupils, and the chairman should hold each teacher responsible for the amount of stock confided to his care. The excuse that the parents will not purchase these things, and therefore it would be useless to provide them, must not be urged any longer.

Where such unwillingness does exist among parents, it may fairly be a question as to how far the chairman themselves are responsible for such a feeling, by their too readily adopting the idea that parents could not be got to purchase these necessaries, and that consequently there was no other mode open to them than the present uncertain and unsatisfactory manner, which is too generally followed. Some little trouble was probably avoided by the adoption of that course, but it certainly has been productive of much harm.

EDUCATION.

The chairman of the Brigus Board has from his connection with the district, enforced the purchasing system; and last year he returned in his financial statement, for that and a few previous years, the sum of £51 11s. 2d., received from the sale of books and stationery, and this year from the same source, £20 9s. 9d.

Surely, what can be done so successfully in one district cannot be looked upon as impossible, or even very difficult, in the others.

STATISTICS.

The new form of school returns would supply a large amount of valuable information, if correctly filled up by the teachers; but a very large number have been so very imperfectly filled, as to prevent full statistical information being gathered from a number of the items embraced in them. A more correct filling up will, no doubt, be secured next year.

EDUCATION.

STATISTICS.

Number of School Returns furnished.	Number of pupils on Register.	Average Daily Attendance.	Reading.		Writing.
			As far as Easy Lessons.	With Ease.	On Slates.
101	5140	2802	3914	1226	1229

The average attendance this year if fifty-four per cent. of the number on the register of one hundred and one schools. The average attendance of last year was precisely the same, fifty-four per cent. The number reading with ease, writing on copy books, and from dictation and cyphering advanced rules, is this year seventy-four per cent., being two per cent. less than the number learning these branches last year. The number learning geography and grammar is twenty-three per cent. this year, being an increase over last year of three per cent.

EDUCATION.

STATISTICS.

Writing.		Arithmetic.			Geography.		Grammar.	
On Copy Books	Composition from Dictation.	Elementary Rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.
1532	349	1454	458	247	469	146	446	142

The eighty-six returns that furnish the number of days schools were in operation, would give two hundred and twenty-six days as the average. The number admitted and left the schools is respectively nine hundred and thirteen and six hundred and fifty-six, in the forty-eight schools furnishing that information.

EDUCATION.

NUMBER OF VISITS MADE TO THE SCHOOLS BY MEMBERS OF THE BOARD OR BY SCHOOL VISITORS.

Districts.	Number of School returns furnished.	No. of Schools visited.	By members of Board.	By school visitors.
Fogo and Twillingate	2			
Bonavista and Trinity	10	5	46	
Carbonear	4	2	2	21
Bay-de-Verds	6			
Harbor Grace	7	1	8	
Brigus	5			
Harbor Main	8	4	58	
St. John's	19	7	76	53
Bay Bulls	4	2	85	
Ferryland	3	1	12	12
Renews	3	3	26	
Trepassey	3	1	3	6
St. Mary's	5			

EDUCATION.

The districts of Burin, Placentia West, Great and Little Placentia, furnished their School Returns according to the old form. Thirty-seven teachers give the number in their settlements of children, between the ages of five and fifteen, as 2420; the number on the school registers in the same localities being 1964, giving 464 that do not attend school. School accommodation is provided in 53 schools for 3119 pupils; the number on the registers in these schools being 3150.

The relative age of pupils is, under 7 years, 1312; under 12, 3421; over 12, 1122. The ages of 275 pupils not given. Number of boys, 3205; girls, 1935.

HIGHER SUBJECTS TAUGHT IN SCHOOLS.

History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Square ft. of Black Board.	Number of Maps in School.
59	6	11	10	37	5	55	94

These subjects are taught in 16 schools. Six schools are furnished with black a board, and 18 with maps. Only 5 of the female teachers appear to teach needle-work in their schools. In one school only are any of the languages taught. Mr. Mackey, Carbonear, returns some of his pupils as learning Latin, French and Spanish.

The late period of the season at which printed copies of the Education Act could be procured, prevented my grading the schools, and teachers this year in accordance with the mode specified in said Act. All the teachers, however, have been supplied with copies of the Act, so that they may be acquainted with its provisions, more especially the acquirements and duties as teachers under the Act.

EDUCATION.

Receiving the printed forms for financial and school returns at the same late period, accounts for some financial and school returns being furnished according to the old forms, and also my being unable to enforce the section of the Act with respect to having the financial statement furnished before the 1st of October.

I beg to call the attention of the chairman of the Boards to the following facts :—The large number of school returns not furnished this year, the omissions in some of the financial statements in not giving the salary of each teacher, and in not having the account signed by two auditors; and the necessity of furnishing each school with a visitor's book, with which they have never as yet been provided, and in consequence of this want it was mere guess-work with the teachers as to how often their schools were visited the past year.

I beg respectfully to submit my report.

M. J. KELLY,
I. R. C. Schools.

EDUCATION.

REPORT.

DISTRICT OF BURIN.

The school at Burin showed some slight improvement since former report of it; but the children attending are not yet quite as advanced as I think they should be. No proper register kept, and the school not sufficiently supplied with books to form classes. House in good repair.

The twenty-four children I found attending the school at Fox Cove were jammed into a room—miscalled a schoolroom—of fifteen feet by nine. Although the door and window were open, the impure state of the air compelled the children to leave the room occasionally during the day. About one-third of the children present wrote and read fairly, but were very deficient in spelling and tables. Cyphering in elementary rules. Good supply of books.

The school room at Beau Bois requires additional desks and forms. Thirty-three pupils present. Proficient in tables and cathechism; spelling, reading and writing being a fair average. Cyphering as far as rule of three. Room furnished with map of the world and a small black-board. A supply of reading books needed.

I furnished the chairman of this district, at his request, with a list of the books needed in a portion of his schools, for the purpose of carrying out in them the suggestions in my last report with regard to this matter.

In consequence of being compelled to return to Burin to meet the Placentia packet, I was unable to visit theschools at Mary's Town and Spanish Room.

The sixty children present at the Oderin school seemed to be progressing fairly. The classification of the pupils was carried out as far as the advanced classes, and the examination of these was satisfactory,—embracing with elementary subjects, geography, grammar, history and arithmetic. The school is fairly supplied with books and other requisites, including a black-board.

EDUCATION.

Not being provided with the new form of financial return when I visited this district, the chairman furnished his account according to the old style.

FINANCIAL STATEMENT FOR THE DISTRICT OF BURIN FOR THE YEAR ENDED 30TH JUNE, 1876.

Total grant for Educational purposes.	Balance from last year.	Over-expenditure last year.	Paid in Teachers' Salaries.	Books and Stationery.	Balance on hand.
£330 5 7	£49 15 8	.....	£287 11 8	£5 0 0	£87 9 7

I have not been furnished with the school returns from six schools in this district.

DISTRICT OF PLACENTIA WEST.

There is no alteration in the Paradise school since former inspection. Of the thirty-one pupils present, fully half were without books of any description. With respect to paper, pens, ink, &c., pupils were totally unprovided. Two reading books in the school, just precisely as I reported two years ago. A few pupils advanced in cyphering; in other respects very little progress. The school house in the same unfinished state as reported of it for the last ten years.

The Anne's Cove school is still unfinished, and the room not furnished with desks or sufficient forms. Present sixteen; children fairly proficient in elementary subjects; only two reading books in the school, this seems to be the standard supply. All other requisites very deficient.

EDUCATION.

The school house at St. Kyran's continues to be the mere shell, neither ceiled nor fully clap-boarded, and I have reported it to be for the past seven years. No school furniture, and books and other requisites being wanted. Present, seventeen; very little doing.

The school house at Isle of Valen is totally unprovided with desks or forms. The house requires improvements and repairs, especially the entrance to the school, which is positively dangerous to the children attending. Great deficiency of books, &c., and children very backward.

No register in any of these four schools.

The school at Merasheen, which is held in the vestry of the chapel, is characterized by the same wants of school requisites as the former schools. It is quite elementary, only two writing on paper, and six cyphering elementary rules.

The school at Presque was closed in consequence of the illness of the teacher. No improvement with respect to school house or school furniture.

As will be seen from the foregoing report, the school houses and schools of this district are in a very discreditable state; not one finished or furnished with the necessary school requisites. In fact, there never has been a single school house thoroughly completed, or the rooms supplied with the needed requisites during the whole time of my inspection of schools.

The frequent changes that have taken place with respect to the resident clergymen of the district—some of whom were not members of the Board—during some years past, no doubt, prevented to a great extent, that improvement in the schools and school houses they so much needed, and to which I so frequently called attention. In the hands of the reverend gentleman who has now charge of the parish, and who I am glad to see is chairman of the Board, I feel satisfied that school matters in this district will speedily assume a more creditable aspect.

I have not been furnished with the school return from two schools of this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE ST. KYRAN'S BOARD OF EDUCATION FOR THE YEAR ENDING NOV. 1st, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

Income.				£	s.	d.
To balance in hand from previous year.....				130	6	6
To Legislative Grant for general Educational purposes.....				180	9	8
Total income for year.....				310	16	2
Expenditure.						
By salaries to Teachers.....	£180	8	0			
Total expenditure for year.....	180	8	0			
Balance on hand November 1st, 1876...	130	8	2	310	16	2

I hereby certify that the foregoing is a true account of income and expenditure on account of St. Kyran's Education District for the year ended November 1st, 1876. Dated the 18th day of November, 1876.

(Signed), † T. J. POWER,
Locum Auditors Tenens.

EDUCATION.

DISTRICT OF LITTLE PLACENTIA.

The school house at Marquies has been completed, and the room made quite comfortable. An additional supply of forms needed, as also books and school tablets.

A female teacher, Miss Freeman, has charge of this school and appears to be conducting it very creditably. All the children were remarkably well instructed in the subjects taught them, and a fair percentage fairly advanced. Present, thirty-nine.

The forty-five children I found assembled in the Little Placentia school were not at all so advanced or so well instructed as the pupils of the former school. The teacher, who had charge since the previous December, stated that the children were then very backward—a statement which I have every reason to believe correct. The school house needs repairing, and the school a supply of books, &c.

The small school house at Ram's Island is completed. It appears to be large enough to meet the requirements of the settlement. The room has yet to be furnished with desks and forms. With the exception of two, the pupils present were not only backward but deficient in the elementary subjects they were learning. A supply of books and other necessaries needed. Attendance very regular; present, twenty-six.

I was unable to visit the three other schools of this district.

The financial account furnished from this district not been given according to form, I am only enabled to state that there was a balance on hands of chairman of fifty pounds, at the time he wrote me in December.

DISTRICT OF GREAT PLACENTIA.

The school house at North-east Arm is still unfinished, and I was sorry to see several panes of glass broken in the windows. The door, too, had no lock, and some of the copy books were defaced during the non-school hours from the want of this necessary protection. No

EDUCATION.

desks or forms supplied. Some miserable temporary seats provided by the pupils themselves. Under these trying circumstances I was delighted to see that the pupils present fully sustained the good character given of this school in former reports in all the subjects examined. Pupils fairly supplied with books, &c.

The South-east school house is also in an unfinished state,—so much so that no school can be held there during winter. It would require an additional window to have the room sufficiently lighted. Room still unfurnished with desks or forms, and funnel of stove not secured against the danger of fire. Examination of pupils showed a a considerable falling off from previous inspections. No doubt the occasional suspension of the school from the unfinished state of the house may, to some extent, account for the absence of progress.

A large number of thirty-five pupils I found assembled at the school of Great Placentia were only spelling and commencing to read. The first class was absent, those of the second and third present, acquitted themselves fairly on examination. Attendance very irregular.

The Point Verd school house is still unfinished, and the room not furnished with either desks or forms. The funnel of stove requires securing to prevent the danger of fire. The school continues to be well conducted, and the advanced state of the pupils, some of whom are very young, is highly creditable to the teacher.

I have not been furnished with the school return from one school this district. Financial statement also not furnished, being the second year I have failed to receive it.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE TREPASSEY BOARD OF EDUCATION FOR THE YEAR ENDING 31st MARCH, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.				£	s.	d.
To balance on hand from previous year				27	9	0
To Legislative Grant for general Educational purposes				63	19	4
Total income for year				91	8	4
EXPENDITURE.						
By salaries to Teachers:						
Trepassey, Miss Butler	£27	0	0			
" Miss Tobin	7	0	0			
Portugal Cove, Miss Corrigan	7	0	0			
Biscay Bay, Miss Hartery	3	0	0			
Damal's Point, Miss Hacket	10	0	0			
By books and maps	2	15	6			
Total expenditure for year	56	15	6			
Balance on hands	34	12	10	91	8	4

I hereby certify that the foregoing is a true account of income and expenditure on account of Trepassey Educational District for the year ended 31st March, 1876.

Audited and found correct this 20th day of December, 1876.

(Signed,) THOMAS HENNEBURY, *Chairman*

JAS. WADDLETON, JOSEPH HEWIT, } *Auditors.*

EDUCATION.

DISTRICT OF ST. MARY'S.

The school on the north side of Salmonier is at present held in the chapel in consequence of the school house there being burned down. The school is miserably supplied with all school requisites; only four reading books, and these not alike. No classification of pupils. Teacher appears, however, to be painstaking, as the young children present were very well instructed in elementary subjects. Present, thirty-seven, which was much below the average attendance.

The twenty-six pupils present at the school at the south side acquitted themselves fairly in spelling and reading, writing tolerable; deficient in tables. Same great want of books and other necessaries as in former school. I could not examine a class in cyphering from want of slate pencils.

The school at Riverhead was closed in consequence of the teacher being in St. John's. There is no change in the St. Mary's school since last reported. The attendance is still miserably small, the average for the year being only eight. Attainments low.

The school house at Gaskers requires some repairs and improvements. A porch is especially needed. Supply of books and other necessaries very deficient. Children present not quite so smart or well instructed as those I met on former visits.

The school house at Holyrood is in a wretched state, and quite unfit to have a school held there, even in summer. It is wanting in school furniture, and totally destitute of books and all other necessaries.

It will not, then, be surprising to learn that the daily average attendance for the year is eight, and that the children are very backward.

I have not been furnished with the school return from one school of this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE ST. MARY'S BOARD OF EDUCATION FOR THE YEAR ENDING 30TH OCTOBER, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.				£	s.	d.
To balance on hand from previous year				104	3	0
To Legislative Grant for general Educational purposes				188	19	9
To grant for books				4	1	0
Other Legislative appropriations				65	3	11
Total income for year				362	7	8
EXPENDITURE.						
By salaries to Teachers	£153	0	0			
" books and maps	4	1	0			
" building, repairs, stoves, &c	62	2	0	223	3	0
Balance in hands of chairman				139	4	8
				362	7	8

I hereby certify that the foregoing is a true account of income and expenditure on account of the St. Mary's educational district for the year ended 31st October, 1876.

(Signed), RICHARD O'DONNELL, *Chairman.*
Auditors.

EDUCATION.

DISTRICT OF RENEWS.

The fine school erection, with dwelling house and garden, was approaching completion on my visiting Renews.

The school is well conducted and well attended, the average being fifty daily. The teacher has charge about twelve months and has accomplished a large amount of improvement during that time.

The new school house is for boys, as the girl's school is now in the charge of the ladies of the Presentation Convent, who have removed from Fermeuse to this place.

A short time previous to my visit they had taken possession of the fine Conventual building erected for them by the zealous and enterprising P. P., the Rev. John Walsh.

This change of residence will accomplish, doubtless, a large amount of good, as the number of girls that will attend the Convent School here will be far in excess of the number that attended at Fermeuse.

No change has taken place in the school south-side of Renews or in the Fermeuse school as to attendance, &c., since last reported.

The Broad Cove school was in operation with a daily attendance of twenty-four, who seem to be making fair progress.

The Kingsman's Cove school was closed from resignation of teacher.

I have not been furnished with the school return from two schools of this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE RENEWS BOARD OF EDUCATION FOR THE YEAR ENDING 30TH JUNE, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.				£	s.	d.
To Legislative Grant for general Educational purposes....				167	15	11
Grant for books.....				5	10	6
Total income for year.....				173	6	5
EXPENDITURE.						
By salaries to Teachers:						
Miss Deacon.....	£17	0	0			
Mrs. Jackman.....	9	0	0			
Miss Coady.....	12	0	0			
Thomas Foster.....	25	0	0			
Mrs. Johnson.....	20	0	0			
Miss Slaney.....	12	0	0			
Miss Jackman.....	9	0	0			
By books and maps.....	5	10	6			
By Repairs.....	34	8	11			
By purchasing sites and building houses, &c.	29	7	0			
				173	6	5

I hereby certify that the foregoing is a true account of income and expenditure on account of Renews Educational District for the year ending the 30th June, 1876.

Audited and found correct this 15th November, 1876.

(Signed,) JOHN WALSH, *Chairman.*

C. DEACON, F. HARTINGTON, } *Auditors.*

EDUCATION.

DISTRICT OF FERRYLAND.

The school at Ferryland has not improved since last reported. Neither spelling, reading, writing, or cyphering was at all creditable, and there was a total absence of discipline. Present twenty-four.

The school at Aquaforte was closed.

The room in which the school at Caplin Bay is held is quite unsuited for the purpose, and not capable of affording sufficient accommodation for little more than half the number that attend. The school continues to be well conducted and the teacher appears anxious to forward her pupils. Insufficient supply of books. Present twenty-two.

The school room at Cape Broyle is too small for two schools. It would just give sufficient accommodation for the boys. In the boys' school thirty-four were present. Spelling, reading, cyphering, and grammar fair. I have the same complaint to make with respect to writing as I had last year. But few copies to show and writing poor. No entering books. School needs to be re-supplied with reading books, as those in use are nearly worn out.

The girls' school was closed as the teacher was in St. John's.

The Brigus school appears to be working fairly though the results apparent from the present teacher's tuition were rather under what I expected.

There are four school returns not furnished from this district. The financial statement also not being furnished by the chairman, I have given the two following financial accounts in the space allotted for his return.

This is the third year that I have failed to receive the financial statement from this district.

The chairman of the Educational Districts of Twillingate and Fogo has furnished his financial statement according to the old form.

EDUCATION.

FINANCIAL STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1876.

Districts.	Total grant for Educational purposes.	Balance from last year.	Over-expenditure last year.	Paid in Teachers' Salaries.	School requisites.	Balance on hand.
Fogo.....	114 9 11	72 19 5	.....	101 19 1	33 8 5	52 1 10
Twillingate.	119 7 4	.....	28 0 3	57 0 0	11 6 11	23 0 2

DISTRICT OF BAY BULLS.

The Tor's Cove school has not improved much since last inspection. Children are still backward. Only four of the twenty-eight pupils present were capable of reading. Some of the absent pupils were fairly advanced in arithmetic. The school room is about being enlarged, which it very much needed. Supply of books insufficient. No Register kept.

The Mobile school has not changed in the slightest degree since previous inspection. Pupils very backward. Of the twenty-two present only two capable of reading. Long division the most advanced in cyphering. Supply of books very deficient.

No improvement in the Witless Bay school. The attendance is still much less than it ought to be, and the attainments very low. None of the pupils attending the school cyphering beyond elementary rules. The spelling, reading, writing, &c., of the twenty-one pupils present being rather below an average.

The room is well furnished and provided with the needed requisites.

EDUCATION.

Although the number I found attending the boys' school at Bay Bulls was much less than at my visit last year, there was the same evidence of progress and of strict discipline favorably mentioned in my last report.

The female school, too, appeared to be discharging its functions faithfully, as the advanced state of the pupils in subjects taught testified.

There are two school returns not furnished from this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE WITLESS BAY BOARD OF EDUCATION FOR THE YEAR ENDING JUNE 30TH, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.		$	c.
To balance on hand from previous year		212	20
To Legislative Grant for general Educational purposes		884	00
Grant for books		23	62
Total income for year		1119	82
EXPENDITURE.			
By salaries to Teachers :			
Gerald Whelan	$200 00		
James Shanahan	160 00		
James Molloy	120 00		
Miss Moloney	120 00		
Miss Moloney	100 00		
James Whelan	100 00		
		800	00
By books and maps		45	00
Repairs and rents		90	00
Total expenditure for year		935	00
Balance on hand		184	82
		1119	82

I hereby certify that the foregoing is a true account of income and expenditure on account of Witless Bay educational district for the year ending the 30th June, 1876.

(Signed), PATRICK CLEARY, *Chairman.*
Auditors.

EDUCATION.

DISTRICT OF ST. JOHN'S.

There were seventy-six children attending the Riverhead school on the day I visited it. Those examined were fairly instructed in elementary subjects.

In the Brookfield school a few young children were attending, and the register showed the same poor attendance as noticed in last report. Not much progress making.

The Kilbride school secures a fair attendance during the summer months. The children I found attending were fairly advanced for their age. The copy and entering books were well kept and writing fair. The desks supplied the school are not suitable, and the teacher should also be provided with a desk.

The school at Goulds was held in a small room off the school room, in consequence of the latter not being furnished with a stove large enough to heat it. A desk for the teacher is also needed. The fifteen young children I found attending had a fair knowledge of the subjects taught them and their writing was fair.

In the boys' school, Petty Harbor, twenty nine were attending, all of whom were very young. Some absent pupils were well advanced in cyphering. Two, representing first class, read fairly, but spelling and writing were very indifferent. The school should be furnished with maps and the teacher with a desk.

The thirty girls assembled in the female school were also very young and learning elementary branches. Writing moderately good and entering books well kept.

The Quidividi school continues to secure a good attendance, and to be well conducted.

The Kelligrews and Topsail schools were closed on my visiting them.

These were all the schools visited in this district.

There are four school returns not furnished from this district.

EDUCATION.

Since my last inspection the Orphan Asylum School has been placed in charge of the Christian Brothers. According to the rules of their order, these gentlemen do not permit government inspection in any of the schools under their control. I had the privilege accorded me, however, of visiting their school on two occasions and of witnessing the large attendance of boys secured, and in part their excellent mode of tuition. But as the members of this order are well known and appreciated as successful educationists, no eulogistic remarks of mine are needed. I will merely add that in securing their services the great and growing difficulty surrounding the question of the education of the boys of St. John's, has been happily surmounted.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE ST. JOHN'S BOARD OF EDUCATION FOR THE YEAR ENDING 30TH JUNE, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.				£	s.	d.
To balance on hand from previous year				503	4	7
Legislative Grant for general Educational purposes				1102	9	7
Grant for books, 1874, 1875				93	6	10
Other Legislative appropriations				157	10	0
				1856	11	0
EXPENDITURE.						
By salaries to Teachers	£1073	18	8			
Secretary	30	0	0			
Books and maps	134	0	0			
Incidental expenses	43	6	10			
Repairs and rents	237	2	2			
Total expenditure for year	1518	7	8			
Balance on hand	338	3	4			
				1856	11	0

I hereby certify that the foregoing is a true account of income and expenditure on account of St. John's educational district for the year ended 30th June, 1876.

Dated November 18th, 1876.

(Signed), † T. J. POWER, *Chairman.*

Auditors.

EDUCATION.

DISTRICTS OF BONAVISTA AND TRINITY.

The fourteen children I found attending the school at Trinity were very backward and were, with the exception of spelling and catechism, deficient in subjects taught. Cyphering elementary rules.

The school house at Ragged Harbor requires repairing, and the school is not sufficiently provided with books, especially reading books. Present, twenty-four. Spelling and reading good; writing fair; deficient in tables.

The Catalina school appears to be working fairly. Spelling, reading, cyphering and catechism very good; writing and grammar fair. Some of the advanced pupils absent. Present, twenty-four. A supply of reading books needed.

The teacher of the Bonavista school having resigned, I found the school in the temporary charge of a very young person, who had been retained until a suitable person could be procured.

The King's Cove school continues to be well conducted, and the pupils are making good progress; spelling, reading, cyphering, grammar, and geography being very creditable; writing fair. Some fairly successful essays of advanced pupils shown. A fair percentage cyphering in advanced rules. Present, forty-two.

The repairs suggested in last report, as necessary for the Knight's Cove school house, have been effected, and the house has been painted. Present, twenty-eight. All the advanced pupils, with the exception of three, were absent. These acquitted themselves fairly in subjects examined. The remaining pupils were merely spelling. Writing fair in the few copies exhibited. Room furnished with sufficient desks and forms, and well supplied with books, &c.

The school house at St. Croix has also received the repairs and improvements suggested in last report. The attendance has improved and the pupils were evidently progressing under their present teacher, as the examination of pupils fully testified. Present, forty-one. Room furnished with the necessary desks and forms, and well supplied with books, &c.

EDUCATION.

Some of the improvements, pointed out as necessary for the Red Cliff Island school house in last report, have been effected. Present, sixteen. Spelling, reading, and tables very indifferent. A few copies of poor and careless writing shown. The present teacher had charge only from 20th of the previous April. School fairly supplied with books.

The larger number of the twenty-seven children, I found attending the Plate Cove school were very young, but were fairly instructed in elementary subjects. One cyphering as far as rule of three. Writers merely beginners. School fairly supplied with books. House in good repair but needs painting.

There are four school returns not furnished in this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE BONAVISTA BOARD OF EDUCATION FOR THE YEAR ENDING 30TH JUNE 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.		$	c.
To balance on hand from previous year		304	42
Legislative Grant for general Educational purposes		1339	49
Grant for books		15	63
Sale of books		38	64
		1698	18
EXPENDITURE.			
By salaries of Teachers:			
King's Cove	$300 00		
St. Croix	125 00		
Plate Cove	87 50		
Cottell's Island	80 00		
Catalina	200 00		
Trinity	120 00		
Ragged Harbor	46 00		
Greenspond	40 00		
Knight's Cove	118 75		
Bonavista	125 00		
Red Cliff Island	90 00		
Burnt Island, Sweet Bay and Indian Arm	24 00		
	$1356 25		
By repairs	228 57		
By building school houses	106 15		
Total expenditure for year	$1690 97		
Balance on hand	7 21		
		1698	18

I hereby certify that the foregoing is a true account of income and expenditure on account of Bonavista Educational District for the year ending the 30th June, 1876.

Audited and found correct, this 23rd September, 1876.

(Signed,) WILLIAM VEITCH, *Chairman.*
WM. HARTERY, } *Auditors.*
PATK. MURPHY, }

EDUCATION.

DISTRICT OF HARBOR MAIN.

The attendance to the schools south side of Holyrood is very good, and the young children I found attending were fairly instructed in subjects taught them. Writing and entering books well kept, and writing in general good.

The school north side has not so good an attendance as the former school, nor are the results quite so good.

The Chapel's Cove school continues to be well conducted, and fair progress seems to be making. Copy and entering books very creditable. Cyphering as far as practice and vulgar fractions.

No change in the Harbor Main school since last report. A moderate share of progress seemed to be making.

The Salmon Cove school might as well be closed for any benefit derived from it at present.

The attendance to the school at Conception Harbor is very good throughout the year. I am sorry to state that the examination of the pupils I found attending did not exhibit a very successful tuition, spelling, tables, and writing being very poor; and the latter was in general so slowly performed as to warrant the suspicion that no supervision could possibly have been exercised by the teacher.

He urged in extenuation for the low state of his school, the absence of the more advanced pupils. Admitting their absence it cannot, account for, or excuse, the backward state of the forty-five pupils present. This is an excuse that is so very frequently given by teachers that I think it necessary to state that the character of a school, as to its success or failure, must certainly not be gauged solely by the degree of advancement secured in the first classes.

The school at Bacon Cove is at present very elementary. Only one pupil writing on paper and none cyphering. Present, fourteen.

No change in the Colliers school since last year's report. The attendance irregular and the progress moderate.

EDUCATION.

The Holyrood school was closed the past summer.

The chairman of this district has furnished his financial statement for six months only, as he was accustomed in previous years to bring his financial accounts down to the end of each year.

One school return not furnished from this district.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE HARBOR MAIN BOARD OF EDUCATION FOR THE HALF-YEAR ENDING 30TH JUNE, 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE HALF-YEAR.

INCOME.		$	c.
To balance on hand from previous year		42	20
To Legislative Grant for general Educational purposes		1125	24
Total income for half year		1167	44
EXPENDITURE.			
By salaries to Teachers :/			
Harbor Main	$100 00		
Conception Harbor	80 00		
Chapel Cove	50 00		
Holyrood	67 00		
Colliers	80 00		
Holyrood, south side	50 00		
Salmon Cove	80 00		
Bacon Cove	50 00		
Holyrood, north side	50 00		
	607 00		
By repairs of school houses	58 90		
Total expenditure for half-year	665 90		
Balance in hands of Chairman	501 54		
		1167	44

I hereby certify that the foregoing is a true account of income and expenditure on account of Harbor Main educational district for the half year ending the 30th June, 1876.

Audited and found correct, August 20th, 1876.

(Signed), JEREMIAH O'DONNELL, *Chairman.*

JAMES HEARNE, CHARLES FUREY, } *Auditors.*

EDUCATION.

DISTRICT OF BRIGUS.

The examination of the pupils at the Brigus school was satisfactory. Spelling and tables good; reading also good, meaning and derivation of words being carefully attended to. Writing and cyphering fair. Present, twenty-five.

The fifty-two children present at the Bay Roberts school, though younger and not so far advanced as those found attending on former visits, acquitted themselves fairly in the subjects they were learning.

The attendance to the school at Northern River has improved, and the children appear to be making fair progress under their present teacher; spelling, reading, tables, &c., being very good for young children. Writing carefully attended to. Present, fifty.

The attendance to the school on the Goulds road being still irregular, the examination of pupils did not exhibit much of an advance since last inspection. The absence of classification and method in the tuition no doubt contributes to the want of success. The writing of pupils, however, showed generally a progressive improvement.

The school at Turk's Gut has not been continuously in operation the past summer, chiefly from the ill health of the teacher, who has resigned her position in consequence. A male teacher has been appointed. Results pretty much the same as reported last year.

The Cupids school also was closed for a portion of the summer, but is now in charge of a young man who is certainly quite competent, and I have no doubt will be a diligent teacher.

One school return not furnished from this district.

The chairman of this district imports all the books and stationery required in his schools, and the pupils are thus enabled to purchase at a less price than they could in St. John's.

EDUCATION.

ACCOUNT OF INCOME AND EXPENDITURE OF THE BRIGUS BOARD OF EDUCATION FOR THE YEAR ENDING 30TH JUNE 1876, SHOWING THE AMOUNTS ACTUALLY RECEIVED AND ACTUALLY DISBURSED DURING THE YEAR.

INCOME.		$	c.
To balance on hand from previous year		103	25
Legislative Grant for general Educational purposes		932	20
Cash received for books sold		81	94
Rev. R. H. Taylor, proportion of Commercial school		12	45
Total income for year		1129	84
EXPENDITURE.			
By salaries to Teachers:			
Patrick Haberlin	$120 00		
Patrick Power	140 00		
R. Kehoe	60 00		
Ed. Kenny, six months	60 00		
Miss Kehoe	60 00		
John Keefe	120 00		
Thos. Hennesey	70 00		
Robert Power, three months	16 00		
		646	00
Books, Maps, &c		132	34
Repairs		233	45
Total expenditure for year		1011	79
Balance on hands of chairman		118	05
		1129	84

I hereby certify that the foregoing is a true account of income and expenditure on account of Brigus Educational District for the year ended 30th June, 1876.

(Signed,) E. F. WALSH, *Chairman.*
JAMES MOORE, } *Auditors.*
PATRICK BROPHY, }

EDUCATION.

FINANCIAL STATEMENT OF THE BOARD OF EDUCATION FOR THE DISTRICT OF HARBOR GRACE FOR THE YEAR ENDING THE 30TH JUNE, 1876.

INCOME.		$	c.
To Government Grant for Elementary Schools under the Board		3081	87
EXPENDITURE.			
By overdrawn balance from 1875	$1353 12		
Teachers' Salaries	2104 00		
Paid insurance	40 00		
Repairing school houses	283 10		
Incidental expenses	70 00		
Purchase of books	50 00		
Paid secretary	170 00		
	4070 20		
Overdrawn balance	988 35		
		3081	87

HARBOR GRACE,
February 2nd, 1877.

(Signed) † H. CARFAGNINI, *Chairman.*
Auditors.

Neither financial nor school returns have been furnished this year from Fortune Bay district.

EDUCATION.

RETURN OF CONVENT SCHOOLS FOR

Locality of Convent.	No. of Pupils on books.	Average daily attendance.	Reading.	Writing.
St. John's	.....	300	350	300
Do. (Riverhead)	300	200	270	270
Do. (Maggoty Cove)	.....	147	147	147
Torbay	.....	70	45	45
Harbor Main	136	90	100	86
Conception Harbor	154	80	104	104
Brigus	65	45	40	40
Witless Bay	130	90	80	80
Ferryland	100	45	65	60
Renews	Not	furnished		
St. Mary's	50	45	25	18
Placentia	96	80	60	60
Burin	60	40	30	30
St. Lawrence	Not	furnished		
Harbor Briton	"	"		

EDUCATION.

THE YEAR ENDING 30TH JUNE, 1876.

Cyphering.	Geography.	Grammar.	History.	Globes.	Drawing.	Needlework.
230	230	240	40	40	.....	340
270	270	270	204	.....	25	240
.....	67	67	62			
40	30	30	.....	.....	.....	40
86	52	52	30	.....	.....	78
104	46	46	20	.....	.....	104
40	30	30	6	.....	.....	40
72	64	64	46	.....	.....	60
60	40	40	30	.....	.....	40
24	16	16	.....	.....	.....	20
56	60	50	30	.....	.....	60
30	30	30	.....	.....	.....	20

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Teacher' Names.	Amount of Teachers' Salaries.	Amount of Fees collected.	Age of Pupils.		
				Under 7 years.	Between 7 and 12.	Over 12 years.
Burin	John Parsons	£36 0 0	.....	10	27	6
Fox Cove	Miss McNamara	25 0 0	.....	10	14	6
Beau Bois	Miss Walsh	25 0 0	.....	12	14	1
Marystown Spanish Room	No Returns.					
Oderin	Edward Morris	35 0 0	£15 0 0	18	42	25
Rashoon	Mrs. Monks	25 0 0	4 15 0	14	21	8
Little Harbor	Richard McGrath	5 0 0	3 0 0	9	16	6
Petit Forte	Miss Hyde	.....	.....	14	13	.....
Paradise	Stephen Power.	30 0 0	2 5 0	14	17	14
Ann's Cove	Miss Currin	12 10 0	.....	5	8	5
Presque	No Returns.					
St. Kyrans	Miss Sullivan	12 10 0	.....	4	17	1

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Attendance of pupils.			Average daily attendance.	No. of days school has been in operation past year.	Reading		Writing.			Cypher-ing.		Geography.	Grammar.
Boys.	Girls.	Total.			As far as easy sons.	With ease.	On Slates.	On paper.	From dictation.	Elementary rules.	Advanced rules.		
43	.....	43	18	270	30	13	14	12	.....	12	2		
15	15	30	12	261	24	6	6	10	6	13	2		
14	13	27	22	268	20	7	12	12	.....	14	7	6	6
51	34	85	61	260	44	41	50	35	32	43	16	49	49
17	26	43	31	.....	39	4	14	2	3	16			
16	15	31	16	.....	28	3	16	4	.....	17			
16	11	27	24	80	26	1	6	7	.....	4			
27	18	45	26	170	33	12	6	17	8	14	8		
8	10	18	15	170	18	.....	1	3	.....	4			
11	11	22	10	170	22	.....	6	3	.....	4			

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees Collected.	Age of Pupils.		
				Under 7 years.	Between 7 and 12.	Over 12 years.
Isle of Valen.....	Miss Brown.....	£12 10 0	.....	6	16	4
Merasheen.....	Miss Leonard ...	12 10 0	.....	24	6	.....
Barren Island....	No Returns.					
Red Island.....	Miss Whelan....	.....	.....	.....	.....	.....
Long Harbor.....	Miss Hartigan....	25 0 0	.....	.....	.....	.....
Ram's Island.....	Miss Freeman....	25 0 0	.....	10	14	4
Fox Harbor.....	Miss Daivson....	25 0 0	.....	.....	.....	.....
Little Placentia.	Miss Comeford....	30 0 0	.....	8	38	10
Marquiese.....	Miss Freeman...	25 0 0	.....	12	24	14
Great Placentia	Francis Kelly....	50 0 0	.....	26	24	21
North East Arm	Miss Collins.....	20 0 0	.....	12	40	8
South East Arm	Miss Collins.....	20 0 0	.....	19	40	3
Point Verd	Miss Rielly.....	20 0 0	.....	23	25	2

EDUCATION.

YEAR ENDING 30TH JUNE 1876.

Attendance of pupils.			Average daily attendance.	No. of days school has been in operation past year.	Reading.		Writing.			Cyphering.		Geography.	Grammar.
Boys.	Girls.	Total.			As far as easy lessons.	With ease.	On Slates.	On Paper.	From dictation.	Elementary rules.	Advanced rules.		
17	9	26	14	170	26	.....	16	1	.....	16			
12	18	30	20	170	30	.....	12	2	.....	6			
23	22	45	40	.....	35	10	12	6	.....	12	3		
12	13	25	18	.....	25	.....	8	8	.....	11			
12	16	28	26	270	28	.....	6	4	.....	3	1	1	1
30	35	65	.....	.....	53	12	8	10	.....	12			
27	29	56	44	.....	56	.....	11	9	.....	5	1	2	6
24	26	50	43	210	38	12	6	17	8	14	8	7	7
71	.....	71	30	240	49	22	12	18	5	26	6	18	18
28	32	60	38	240	44	16	40	16	30	20	4	12	12
27	35	62	30	180	47	15	28	25	25	30	.....	15	
25	15	40	25	240	29	11	20	8	20	16	5	8	3

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Teachers' Names.	Amount of Teachers' Salaries.	Amount of Fees Collected.	Age of Pupils.		
				Under 7 years.	Between 7 and 12.	Over 12 years.
Distress	No Returns.					
Branch.....	Miss Collins.....	£20 0 0	.....	10	13	12
Major's Path, St. John's.....	Miss O'Brien.....	.....	.....	4	13	8

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Attendance of pupils.			Average daily attendance.	No. of days school has been in operation past year.	Reading		Writing.			Cypher-ing.		Geography.	Grammar.
Boys.	Girls.	Total.			As far as easy lessons.	With ease.	On Slates.	On paper.	From dictation.	Elementary rules.	Advanced rules.		
15	20	35	25	270	29	6	26	9	.....	19	6	16	3
9	16	25	20	90	25	.....	7	3	.....	7			

EDUCATION.

EDUCATION RETURN FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No. of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Fortune Harbor.....	No return																
Tilt Cove.....																	
Fogo.....	7	19	4	15	15	30	251	11	17	21	36	....	.....	...	....	27	3
Joe Batt's Arm.....	No return																
Tilton Harbor.....	31	40	26	55	42	97	270	47	34	52	48	91	120	...	....	55	42
Bonavista.....	No return																
Catalina.....	78	45	27	100	50	150	237	43	....	....	28	...	60	...	...	110	40
Ragged Harbor.....	18	24	10	24	28	52	260	29	6	8	55	71	.....	...	...	38	14
St. Croix.....	18	36	29	47	36	83	209	30	22	18	36	95	90	8	...	56	27
Red Cliff Island	5	18	10	17	16	33	200	12	....	....	36	46	50	5	...	33	.....
Plate Cove.....	6	23	7	15	21	36	.....	21	....	....	58	...	40	6	...	29	7

EDUCATION.

THE YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
10	13	...	14																
53	49	36	45	9	6	11	16	11	11	...	...	...	...	...	...	...	20	5	
27	46	3	25	18	20	4	1	4	1	1	...	1	1						
24	18	...	24	4	...	2	...	1	...	...	...	...	...	...	...	*			
23	21	8	26	5	12	21	...	21	...	...	...	...	1						
7	7	...	11	3	...	2	...	2											
4	7	7	5	3	1	2	...	2											

*Needlework.

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. of visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Knight's Cove....	13	33	12	26	32	58	209	21	32	47	36	60	60	7	....	46	12
King's Cove.....	10	43	27	40	40	80	.....	33	2	....	41	.....	50	20	...	50	30
Burnt Island	4	22	12	16	22	38	170	20	....	....	52	38	.....	....	....	30	8
Indian Arm.....	6	10	....	7	9	16	141	10	....	....	62	.....	.....	....	....	16	.....
Trinity.....	5	13	10	13	15	28	239	12	....	....	42	.....	.....	....	...	22	6
Turk's Cove.....	12	14	11	15	22	37	230	9	8	5	24	22	30	...	...	17	20
Bay-de-Verds....	....	....	...	27	23	50	228	40	....	....	80	.....	.....	....	...	35	15
Low Point.....	5	6	7	10	8	18	261	16	....	....	88	18	.....	...	....	12	6
Job's Cove.....	8	18	13	17	22	39	175	17	....	....	43	.....	.....	....	...	25	14
Northern Bay...	9	40	8	32	25	57	206	22	9	9	39	50	50	....	....	41	16
Western Bay.....	....	....	....	23	15	38	256	22	....	....	57	.....	.....	...	....	30	8

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.												
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
10	24	....	30	4	6	6	.....	6											
12	30	25	30	20	10	20	6	24	6										
5	6	...	6	.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	*			
3	1	....	3																
8	11	...	14	3	1														
10	14	....	12	7	4	.....	6	.....	4	2									
16	19	....	35	.....	.....	5	.....	5											
3	10	....	10	3	.....	4	.....	4											
3	9	3	2	1															
15	20	10	20	7	3	.....	.....	.....	.....	...	...	...	...	...	...	...	9	3	
12	9	....	19	2															

* Needlework.

EDUCATION.

EDUCATION RETURN FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No. of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Broad Cove	9	25	18	35	17	52	260	23	29	17	44	70	45	...	....	32	20
Crocker's Cove	16	29	1	26	20	46	212	24	46	12	52	....	46	2	1	30	16
Carbonear	20	85	45	150	....	150	209	70	15	10	46	250	130	...	20	90	60
Do. South Side	16	61	27	104	....	104	218	23	....	....	22	75	90	...	....	69	35
Mosquito	11	16	5	13	19	32	181	16	11	21	50	44	50	...	...	22	10
Harbor Grace	10	60	71	141	....	141	213	54	60	55	38	...	80	8	...	74	67
Do. Riverhead	No	return															
Do. Female	....	...	....	....	41	41	272	25	....	....	57	...	.....	...	...	30	11
Do. Female	....	...	....	....	24	24	220	17	....	....	70	...	.....	....	...	18	6
Feather Point	6	9	3	10	8	18	270	15	....	....	83	....	.....	...	...	15	3
Upper Island Cove	No	return															

EDUCATION.

THE YEAR ENDING 30TH JUNE, 1876.

Writing.			Cypherring.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
5	15	....	5	10	3														
11	12	....	10																
25	85	10	54	20	10	24	15	8	12	2	4	...	....	4	....	3*	...	20	1 pair globes
12	49	43	43	9	4	25	.....	8	.....	...	1	...	...	5	...	...	...	12	
11	16	...	10	6	3	6	.....	4											
20	80	20	50	36	20	14	30	15	30	...	4	3	...	20	2				
6	12	....	18	2	.....	4													
6	12	...	12																
3	9	3	3	4	.....	2	.....	3	.....	3									

*Six Latin, four French, and three Spanish.

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. of visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Spaniard's Bay	....	....	....	20	21	41	280	24	....	....	58	....	....	....	....	35	6
Bay Roberts	No returns.																
Northern River	13	47	20	37	43	80	223	32	....	....	40	100	60	....	....	60	20
Cupids	8	20	12	24	16	40	185	21	....	....	52	....	56	....	....	30	10
Gould's Road	10	14	25	28	21	49	242	20	....	....	40	46	....	....	....	36	13
Brigus	17	27	2	46	...	46	239	25	15	8	55	....	60	....	....	36	10
Turk's Cove	14	24	10	28	20	48	185	17	7	9	35	50	36	....	....	35	13
Colliers	26	46	20	48	44	92	.....	25	18	7	27	120	70	2	...	80	12
Bacon Cove	15	20	10	25	20	45	.....	16	8	10	35	....	30	...	....	40	5
Salmon Cove	22	49	4	43	32	75	245	37	...	...	49	.....	65	...	...	70	5
Conception Hr.	18	75	24	117	....	117	274	75	43	23	64	.....	100	8	....	90	27

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
....	3	...	4	2															
20	23	....	16	5	2	.....	.....	.....	.....	...	...	...	....	...	....	...	....	6	
23	10	....	18	2															
15	22	14	24	15	.....	15	.....	15	.....	....	...	3	...	....	...	....	....	6	
11	11	1	12	3	.....	1	.....	4	.....	....	...	1	....	....	...	....	12	6	
16	13	8	11	4	4	3													
26	16	....	16	10	8	4	.....	4	.....	....	....	....	...	....	...	....	....	3	
22	6	...	11	.....	.....	.....	.....	.....	.....	....	....	...	...	...	...	*	...	3	
32	23	....	21	10	.....	.....	.....	.....	.....	...	...	...	....	...	....	....	...	3	
55	37	....	45	6	10	.....	.....	.....	.....	....	3	...	3	3					

*Needlework.

EDUCATION.

EDUCATION RETURN FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No. of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Harbor Main	30	35	5	70	....	70	265	51	14	10	73	....	70	30	....	58	12
Chapel's Cove	48	35	7	51	39	90	240	42	5	7	46	...	60	8	5	84	6
Holyrood	No returns.																
Do. South Side	13	26	11	24	26	50	101	36	38	24	72	...	76	4	...	40	10
Do. North Side	10	17	10	20	17	37	241	21	30	22	56	...	50	6	...	30	7
Kelligrews / Topsail	No returns.																
Topsail Road	6	10	12	10	18	28	260	24	31	3	85	18	30	...	....	22	6
Brookfield	7	27	16	26	24	50	221	18	9	13	36	....	60	...	...	43	7
Kilbride	No returns.																
Goulds	10	12	10	16	16	32	.....	20	7	10	62	....	45	....	...	26	6

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
14	33	5	25	8	4	4	8	9	4	6	....	....	....	....	....	....	12	6	
12	10	....	8	5	.....	6	.....	.....	.....	....	....	....	....	....	....	....	....	3	
18	15	10	10	4	2	11	.....	11											
10	8	....	6	2	4	6	.....	3											
8	12	...	4	3	4	3	.....	4											
10	13	....	5	2	4	5	.....	5	.....	....	....	....	....	....	....	....	....	5	
15	16	9	15	7	2	9	.....	8	.....	....	....	....	....	....	....	....	....	2	

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Percentage of average attendance as compared with No. on registers.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. of visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Petty Harbor....	16	20	14	50	...	50	233	29	....	....	58	30	70	....	....	36	14
Do. Female	18	30	12	....	60	60	213	30	40	30	50	40	100	8	...	48	12
Blackhead.....	10	17	8	15	20	35	.....	....	8	9	.....	43	46	....	....	27	8
Freshwater	6	13	7	14	12	26	269	20	3	3	76	31	....	....	....	20	6
Riverhead.....	35	55	25	115	...	115	214	80	87	43	68	.....	150	57	...	90	25
Freshwater road	14	16	12	24	18	42	278	12	7	3	28	.....	40	2	...	36	6
Quidividi.....	21	42	14	37	40	77	264	34	....	29	45	.....	60	4	2	50	27
Ballyhaly.....	10	30	10	27	23	50	237	31	17	....	62	.....	35	....	....	33	17
Logy Bay.....	10	32	14	35	21	56	192	21	4	2	37	58	30	2	...	49	7
Outer Cove.....	9	28	3	21	19	40	234	23	....	....	57	60	50	....	....	31	9
Torbay.....	24	56	32	112	...	112	220	39	....	....	35	160	80	....	....	100	12

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
16	18	4	14	10	10	.....	4	.....	4										
20	24	....	20	5	4	48	.....	48	.....	...	...	...	...	...	...	...	...	3	
8	22	....	4	5	4	12	.....	4	.....	9									
4	8	...	7	1	.....	.....	.....	.....	.....	...	...	...	...	...	...	*			
36	26	16	36	17	10	16	13	17	14	14									
....	8	....	7	.....	1	.....	.....	1											
26	20	14	28	6	8	5	.....	9	.....	16	...	...	...	...	...	*			
20	17	....	17	5	3	10	.....	10											
14	22	2	23	5	3	4	.....	4	.....	5									
3	12	...	13	4	1														
25	37	....	37	6	2	3	.....	3	.....	...	...	...	...	...	...	...	6	3	

* Needlework.

EDUCATION.

EDUCATION RETURN FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No. of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Flat Rock	20	24	26	47	23	70	206	22	46	11	34	....	40	1	....	44	26
Pouch Cove	29	22	4	35	20	55	250	32	....	....	58	70	60	...	...	30	25
Coady's Well	8	17	2	17	10	27	292	15	22	7	55	35	15	...	...	21	6
Portugal Cove	15	20	2	18	19	37	292	26	19	17	70	72	56	....	45	28	9
Belle Isle	No returns.																
Bay Bulls	8	24	20	52	....	52	259	42	31	14	80	104	42	...	....	22	30
Do. Female	17	20	23	....	60	60	.....	45	...	...	75	....	50	...	...	37	23
Witless Bay	17	26	9	52	...	52	293	30	36	22	57	70	70	80	...	46	6
Mobile	7	15	26	30	18	48	228	31	34	27	64	56	45	5	....	40	8
Caplin Cove, Toad's Cove	No returns.																

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.											
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
20	21	...	14	10	5														
16	15	....	14	3	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6		
6	7	6	3	4	2														
16	9	2	9	3	4	3	3	3	3										
14	35	11	20	13	14	12	20	10	16	15	4	3	4	5	2	....	....	4	
9	43	6	23	10	.....	7	9	8	12	5									
10	11	....	6	.....	.....	2	.....	2											
10	16	....	8	.....	.....	3	.....	3											

EDUCATION.

EDUCATION RETURNS FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Percentage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 16.	No. of pupils for whom suitable accommodation in school is provided.	No. of visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Brigus, South. Admiral's Cove	No returns.																
Caplin Bay	10	28	11	24	25	49	243	25	9	3	51	67	....	....	....	35	14
Cape Broyle	7	25	18	50	...	50	.....	26	....	...	52	50	....	12	12	32	18
Ferryland	8	20	11	39	....	39	260	25	7	...	64	....	.....	...	....	28	11
Kingsman's Cove	9	17	4	16	14	30	266	27	4	3	90	.....	36	8	...	23	7
Fermuse	12	9	5	26	...	26	260	20	6	...	76	.....	30	8	....	20	6
Renews Do. Southside	No returns.																
Broad Cove	8	15	7	14	16	30	260	24	7	...	80	....	37	10	....	20	10
Trepassey	36	22	17	36	39	75	275	42	....	....	56	....	.....	....	...	51	24

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing			Cyphering.			Geography.		Grammar.												
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Measuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
10	15	10	10	6	5	14	.....	14											
4	30	....	14	5	.....	13	.....	14											
10	12	9	10	16	7	14	.....	14	.....	16	....	....	1	....	1	....	....	1	
12	10	....	12	6	.....	18	.....	16											
11	10	...	14	2	.....	12	.....	10											
12	11	....	20	5	.....	14	.....	14											
17	21	....	18	5	4	3	.....	4											

EDUCATION.

EDUCATION RETURN FOR THE

Locality of Schools.	Pupils.						Attendance.									Reading.	
	No. under 7 years.	No. under 12 years.	No. over 12 years.	Boys.	Girls.	Total pupils.	No. of days school has been in operation past year.	Average attendance for the year.	No. admitted during the year.	No. left during the year.	Per centage of average attendance as compared with No. on register.	No. of children of the denomination in the settlement from 5 to 15.	No. of pupils for whom suitable accommodation in school is provided.	No. visits by members of Board.	No. of visits by school visitors.	As far as easy lessons.	With ease.
Portugal Cove	5	7	2	8	6	14	74	12	....	....	85	....	.....	...	....	8	6
Daniel's Point	12	11	10	15	18	33	70	20	3	4	60	51	28	3	6	28	5
St. Mary's	7	13	7	27	...	27	213	8	2	2	30	40	60	...	...	27	.....
Holyrood	8	6	3	6	11	17	270	8	3	5	50	27	.....	....	...	17	.....
Gaskers	16	18	3	17	20	37	260	30	...	...	81	....	.....	...	....	25	12
Riverhead	12	13	12	20	17	37	280	31	2	1	83	....	50	...	...	30	7
Salmonier, N.S.	30	45	10	45	40	85	.....	60	....	....	70	100	.....	...	...	75	10
Salmonier, S.S.	No return																

EDUCATION.

YEAR ENDING 30TH JUNE, 1876.

Writing.			Cyphering.			Geography.		Grammar.												
On slates.	On copy books.	Composition from dictation.	Elementary rules.	Rule of Three.	Rules farther advanced.	Elementary.	Advanced.	Elementary.	Advanced.	History.	Book-keeping.	Mensuration.	Geometry.	Navigation.	Algebra.	Other subjects if taught.	Square feet of blackboard in school.	No. of maps in school.	Other apparatus.
7	4	....	6																
11	5	2	6	.....	.....	6													
4	3	3	3	2	1														
6	3	....	8																
14	7	...	7	2	.....	4	.....	4											
18	14	....	12	3	.....	3	.....	3											
10	19	....	17	5	.....	6	.....	6											

GEOLOGICAL SURVEY.

REPORT UPON THE GEOLOGICAL SURVEY OF NEWFOUNDLAND FOR THE YEAR 1876.

To His Excellency Sir JOHN HAWLEY GLOVER, *G.C.M.G., Governor of Newfoundland, &c., St. John's.*

GEOLOGICAL SURVEY OFFICE,
December 29th, 1876.

MAY IT PLEASE YOUR EXCELLENCY,—

The progress made upon the survey under my direction in recent years, especially as regards geographical and topographical detail, has been so extensive that a new edition of the small scale map published in 1872 has become a necessity for public information. A paper, dated 13th October, 1873, shews that a second edition was then contemplated, which being now accomplished, I beg to lay before your Excellency in hopes of approval.* A comparison of this new map with the former issue, will readily shew the amount of addition and modification the original plate has undergone. In the meantime, morever, the accumu-

* GEOLOGICAL MAP OF 1872—73.—The frequent demand that has been made for information upon the general structure of this island has induced me to issue a limited number of copies of this map for present reference, which it is to be hoped will be found useful and instructive. I think it advisable, however, to let it be publicly understood, that the present issue is only a *first* and by no means perfect edition, which will accompany a condensed report of all that has been ascertained by the Geological Survey since its first inception, will contain many additions and modifications, both in topography and geology. In the meantime I have the satisfaction of being able to state with confidence, that in regard to geographical detail ,both of the contour of the coast, and of the interior topography, this is by far the most accurate map extant. Through the kindness of Staff Commander Kerr, R. N., Lieutenant Maxwell, R. N., and the other officers of the Admiralty Coast Survey, I was permitted to have access to all the most recent work done in their office, which was carefully reduced to this small scale, and comprises the Eastern and South-eastern coast, between Notre Dame and Placentia Bays; while the Western and South-western coast was reduced from the Surveys of Captain Orlebar, R. N., Captain Cloué of the French Imperial Navy, and my own. The topography of the interior (*i. e.* all within the coast line), is entirely the result of my own labors, or done immediately under my direction. With regard to the distribution

GEOLOGICAL SURVEY.

lation of manuscript maps upon various scales in this office has become so combrous and voluminous, that an index map was felt to be absolutely required. In order to expedite the engraving and coloring of this map, it was evidently desirable that I should be on the spot when the work was to be executed, to supervise these operations, as otherwise (the plate being in England), proofs after proofs would have to cross and re-cross the Atlantic, involving much loss of time, causing a good deal of extra expense, and probably at last proving unsatisfactory. I accordingly proceeded to England in the month of May last, and immediately on arrival in London, put myself in communication with Mr. E. Stanford, of Charing Cross, who had executed and still retained the original copper-plate, and to whom I gave the necessary instructions for a new engraving, with tracings from all the additional works accomplished. This map comprises all the most recent coast surveys, taken directly from the original manuscripts of the Admiralty Surveyors, several coast surveys of considerable extent made by ourselves, and the whole of the geographical features of the interior country, which have been surveyed in connection with the geological investigation. The line of survey for a railway as run by transit and level by the Railway Engineers, in 1875, is also correctly represented. All these surveys were first reduced from scales of various sizes to a uniform scale of one inch to one statute mile; then again to a scale of four statute miles to one inch; and finally to the index size of the present publication; all of which work was draughted in this office, the manuscripts being filed and labelled, ready at any time for inspection. In order that the public may be made aware of the existence of such documents, I subjoin a list of the M.S.S., with the scale of each, to which any person can have access for reference at any time in week days, while the officers of the survey are in St. John's.

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of the Geological formations, it will be clear to any one at all conversant with the difficulties attendant upon drawing in boundary lines with accuracy, especially in wild, unknown, or unfrequented regions, that many alterations and modifications will hereafter be necessary before the map can be considered by any means complete; nevertheless I feel tolerably sure that the approximation is such as to be of considerable service for present purposes, and will be a useful guide for future and more minute investigation of details. The color and number representing Lower Laurentian will require modification in several parts, as will also the Coal Measures, and probably the Middle and Upper Silurian; and I observe that by some inadvertence, a wrong color has been introduced upon the North side of Smith's Sound, in Trinity, which, instead of being *Trap* or *Syenite* is *Primordial Silurian*.

An extensive survey of the Carboniferous country surrounding St. George's Bay was made during the past summer, which I shortly intend to publish on a scale of four miles to one inch. Much of the coast line at these parts being found to be very defective upon the older maps, was re-surveyed, and many of the most important rivers were dialled, while the whole was brought into connection by triangulation. All these alterations and corrections will appear in the new map, together with some most important facts which were ascertained with regard to the distribution of the coal measures.—ALEX. MURRAY.

GEOLOGICAL SURVEY.

Manuscript Maps at Geological Survey Office.

No.	Particulars.	Scales. Inches.	Statute Mile.
1	Original survey of part of the peninsula of Cape St. John to Notre Dame Bay	4 to	1
2	Part of the above No. 1	4 "	1
3	Coast near St. John's Harbor, road surveys, &c	2 "	1
4	Southwest Arm of Green Bay	2½ "	1
*5	Peninsula of Cape St. Mary	1 "	1
*6	Part of Placentia Bay from Little Placentia to Come-by-Chance	1 "	1
*7	Coast line between Cape Spear and Kelligrews Head, Conception Bay, with roads, &c	1 "	1
*8	Conception Bay	1 "	1
*9	Trinity Bay	1 "	1
*10	Peninsula of Cape St. John	1 "	1
*11	Gander Bay	1 "	1
12	Gander Lake and Rivers, County of "Hill," &c	1 "	1
13	Gander River above the Lake and tributaries, with Gambo ponds, rivers and tributaries	1 "	1
14	Humber Rivers, Deer Lake, &c	1 "	1
15	St. George's and Port-a-Port Bays, with Rivers, &c	1 "	1
16	St. George's Harbor and Flat Bay, Indian Head, &c	1 "	1
17	Codroy Rivers	1 "	1
18	Peninsula of Port-a-Port colored	1 "	1
*19	Southern Coast between Burgeo and Little River	1 "	1
20	Exploits River, Victoria River and Lake, and traverses across from ditto to Lapoile and Grandy's Brook	1 "	1
21	Piper's Hole and part of Placentia Bay	1 "	1
22	Rocky River, with part of Trinity, Conception and St. Mary's Bays	1 "	1
23	Western Coast from Cape Anguille to Cow Head, Grand Pond, Indian River; Exploits River and Red Indian Lake; coast of Notre Dame Bay to White Bay, &c	1 "	4
24	West coast from Cape Ray to Bonne Bay, Codroy River, Flat Bay and Brooks; Humber River and Grand Pond	1 "	4
25	Bay d'Est, Terranova and Piper's Hole Rivers	1 "	4
26	Coast of St. George's and Port-a-Port, with surrounding country	1 "	4
27	Port-a-Port Bay, with serpentine rivers	1 "	4
28	Bonavista Bay and part of Notre Dame Bay, Terranova, Gambo and Gander Rivers	1 "	4
29	Gander Lake and Lower River, laid off in townships	1 "	4
*30	Notre Dame Bay	1 "	4
31	Indian River and Grand Pond	1 "	4
32	General map of Newfoundland in skeleton	1 "	4
33	General Map under construction	1 "	7
†34	Cape Breton Island	1 "	7
35	Original small-scale General Map	1 "	25
		Ins.	Cbs.
36	Original survey of Tilt Cove location	1 to	4
37	Plan of Levels of No. 36, scale 20ft. to 1in.		
38	Original survey of Terranova mining location	1 "	4
39	Plan and section of Harbor Grace Light-house Island	1 "	2

In addition to which there are many tracings taken from original surveys upon various scales.

N. B.—The coast surveys marked * are reductions from the Admiralty Surveys. Copies executed elsewhere than in this office are marked †.

GEOLOGICAL SURVEY.

While in England, I had an opportunity, long wished for, of having several of my most necessary surveying instruments repaired by the maker, H. Porter (late Cary), of London, which after upwards of twenty years of constant service they greatly required.

Before leaving St. John's I sent the following letter of instructions to my assistant, Mr. James P. Howley, whose report upon the country he examined and surveyed is appended:—

GEOLOGICAL SURVEY OFFICE,
St. John's, May 1st, 1876.

MY DEAR MR. HOWLEY:—

Until the season opens sufficiently for carrying on operations in the field, I wish you to employ yourself in arranging the specimens in the museum, and getting them catalogued in the same way as was done formerly. Any alteration that may have been made to be notified in the general catalogue. The specimens collected during last season must be labelled and boxed, and the box marked 1875. The duplicate printed labels can be used in the catalogues as before.

As early as possible in June, my desire is that you proceed to the Gander country, to survey as far as you can the upper branches of that river above the great lake. I have already written to Mr. Peyton, of Twillingate, to engage the services of Charles Francis (Indian), to accompany you; but I told Mr. Peyton, at the same time, that there had been some serious complaints made against Francis to the Government, which, unless he could clear himself of, I might scarcely be justified in giving him employment. This matter you can investigate on the spot. For my own part I believe he is more "sinned against than sinning." If you can get another Indian from Conne to cross over and join you on the Gander (Peter Stride for example), do so, and I think of course you will have John Stephenson; but as I have been instructed by the Government to keep all our expenses at a minimum I must caution you to avoid having more men than are absolutely required, or of incurring any extra liabilities. Two canoes for your services you can take with you; the larger and new one I should like to retain for my own use when I return. Should you not require the two when you get to the Gander, you can get one of them stowed at

GEOLOGICAL SURVEY.

Francis' or some other safe place at the salt water; or should you take both up to the lake, and find one sufficient afterwards, get the extra one well housed in, at some sheltered place on the lake. I hope to be back to Newfoundland in July, although a good deal will depend upon the forwardness of the work I have to do in London, and as soon as I return, my intention is to proceed to Freshwater, Bonavista Bay, and there commence a survey of the Gambo. About August, if you can manage to get across to the Gambo waters, we may probably meet there, and afterwards work together.

Geologically, I am particularly anxious to learn the boundaries of the Laurentian with the Huronian systems; and of the Huronian with the Lower Silurian, a great spread of the latter being apparently of the age of the Quebec group. Unless we have the luck to discover fossils, the latter boundaries will be found very obscure; but close examination will, doubtless, reveal a great deal of useful and interesting detail. Take special note of the character of the forests and of the soil. I think you ought to supply yourself with a sheet or two of zinc, some copper tacks and resin, in case of requiring to mend or patch your canoes.

I shall have a credit of £100 for you at the Union Bank; you can get a cheque book and pay all your accounts *at once*. Tell the parties from whom you get your goods to send their bills in at the same time they send the supplies, to be settled without delay. The receipts you can put up in an envelope addressed to me, which I shall send with my own account to the Colonial Secretary on my return. These papers will be put into their proper place in my office.

Wishing you a prosperous season, and hoping to meet you at the time appointed,

I am, yours truly,

ALEXR. MURRAY.

To Mr. JAS. P. HOWLEY,
Assistant Geological Surveyor.

Shortly after my return to St. John's in August, I made preparations for the expedition up the Gambo, in accordance with the arrangement made with Mr. Howley, as indicated in the above instructions,

but finding it difficult to obtain any means of conveyance for myself, men and equipage direct to my destination, I gladly availed myself of the kind offer of Mr. Justice Hayward of a passage by the steamer *Hercules*, at the time engaged to carry the Judge and counsellors on the Northern circuit. After some unavoidable detention, partly occasioned by the very unfavorable state of the weather, I was at length landed at Greenspond on the 13th September, when I immediately hired a small vessel to carry me to the Gambo at the extreme head of Freshwater Bay, where I arrived on the night of the 14th. Finding that Mr. Howley had already ascended the Gambo, he having crossed over from the Gander Lake and continued his survey as he advanced, the measurement that I had contemplated making up that stream became unnecessary; but I resolved to follow up the river as far as practicable, in order to be enabled to give an account of the physical characteristics of the region from personal inspection, and to compare them with those of the Gander. As a detailed account of the Gambo waters and the surrounding country will be found in Mr. Howley's report to me, I need only remark here that as a lumbering country it appeared to possess many advantages, while large tracts, especially on the beautiful river flats or interval lands, are admirably adapted for the pursuits of agriculture. The pine timber on or near the Gambo waters is more scattered, and generally of smaller dimensions than on the Gander Lake and upper waters; but there appears, nevertheless, to be an abundant supply of the material, which judging from the numerous logs cut, and being floated down the river, as well as the appearance of the trees standing, is of excellent quality. The white birch timber also, which is very abundant, seems to be of the very best description, sound and solid, many trees of which were seen to exceed two feet in diameter, and carrying the thickness upwards before bifurcation for fifteen feet or more. White spruce and fir of good growth constitute the greater part of the forest, which, except where destroyed by fire, densely covers the ground nearly to the top of the hills on either side of the river and its tributaries.

Two saw-mills are already established on the Gambo, one driven by steam of twenty-five horse-power, the other by water. The former of these is situated at the mouth of the river, conveniently for loading the lumber direct into sea-going craft; the latter is about a mile above the outlet of Mint Brook, which flows into the lower Gambo Pond. The lower mill has been in operation for several years, but failed to be a profitable speculation, not from lack of material to supply it amply with logs for lumber, but from ignorance and inexperience

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of the requisite construction on the part of the proprietor, whose capital, moreover, was insufficient for the necessary preliminary outlay. The water mill on Mint Brook was unfinished at the time of my visit; but it bore all the appearance of being at length an admirable building —capable of extensive operation. Like the other in some respects, as well as various attempts of a similar nature in this country, many serious mistakes were made, and much unnecessary expense incurred, in the first instance, in the construction of the dam and other requisite adjuncts for the mill, which, if persevered in, might probably have proved disastrous to the undertaking altogether; but all these errors were eventually remedied by the judicious employment of a skilled millwright from New Brunswick, who from long experience saw at a glance the defects of the case, and suggested alterations which, there is little doubt, will finally put the concern in good working order. The proprietors of these two mills, with very good reason, are confidently sanguine of their speculation becoming remunerative; and if their success is simply to be dependent on the quantity and quality of the timber, the issue would scarcely, under ordinary circumstances, be in the least doubtful; but I feel constrained to state that (judging from my former experience in Canada) the manner in which all this timber is obtained, is liable to great objection. There, (in Canada), wild, unoccupied lands, were always considered to be primarily the property of the Crown, and the pine timber was *exclusively reserved as Government property*, in some cases *even after* the surface had been disposed of for agricultural settlement, either by grant or sale. To avoid waste and destruction, and prevent collision of parties in search of timber to supply the various mills, the ordinary system was for the Government to grant licenses to cut down, saw or square pine or other trees growing over a certain area, varying from twenty to one hundred square miles. These areas were required to be surveyed by competent Crown Lands Deputy Surveyors, who determined and marked the boundaries, the expenses of which surveys were arranged between the Commissioner of Crown Lands and the future lessees of the timber limits. In his operations, the lesee was compelled to conform to certain rules; first—To keep within the boundaries specified by the survey; second—When cutting out a line of road, to follow as nearly as circumstances would permit, a line that would eventually be made available for the permanent settlement of the land, in moderately sized blocks or lots, which would be represented on his plan; thirdly—I would suggest further that cutting down pine trees under a certain diameter should be disallowed; and lastly—that the mill owners should be held responsible for the conservation of the salmon and trout which frequent their

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respective waters; and that they should be compelled to place artificial means for ingress and egress of those fish, where dams or other obstructions are erected. These fostering cares for the future welfare of the colony are surely worthy of some consideration; especially as there are in the meantime so many inducements calculated to encourage, rather than suppress reckless waste and destruction. Granting small areas, such as one or two hundred acres or the like, in consideration of the grantee establishing a saw-mill, is, in my opinion an unmixed evil; unless some means are taken by which the said grantee will be compelled to confine his operations to the area granted. The result naturally is, that as soon as the timber on the given lot is exhausted (which a good mill would probably exhaust in a twelve month), the woods are felled right and left indiscriminately; and the refuse as well as many valuable trees (which if permitted to grow would in time have produced millions of feet of lumber), are left to cumber the ground in inextricable confusion. Many of the disastrous fires by which the country is so frequently devastated, are probably due to those heaps of rubbish, which after lying for a season, are as inflammable as tinder. I conceive that no system can be better adapted to simplify the laying off of such lumbering areas than that I proposed, and was to a limited extent carried out for the lands of the Gander. The meridian line, which was started from Salt Islet in Gander Bay, if continued south would eventually strike near the head of the Upper Gambo Point; and a point from whence to continue the system of laying off blocks of thirty-six square miles each can easily be found on that meridian, which is 54° 29' W., by measuring a minute of longitude east from the mouth of the Triton Brook, which is in 54° 30' W., almost exactly. The north-east angle of the block might be determined on this meridian, by measuring thirty-four chains north from the northern shore of the pond, which would place it in latitude 47° 38' 30" N., very nearly. Although the direct survey on a meridian, as commenced by Mr. McLeod, would undoubtedly be much more systematic and satisfactory than starting anew from another given point, I make the suggestion in case that the original scheme might at present be inconvenient to carry out; whilst it must be obvious that *some* plan must shortly be adopted to prevent confusion and disputes. The indiscriminate manner of carrying on lumbering operations at present, is not only objectionable, as destructive and wasteful, but will inevitably lead to collision between the rival gangs of men employed.

It is very gratifying to perceive that the statements made by Mr. Howley, in his report for the late year, upon the capabilities of the

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Gander River and lake country, fully corroborate the representations I made of that region two years ago; and it is the more so, as the facts then announced, give a direct and unqualified contradiction to statements made by designing or self-interested individuals who have spared no pains to throw doubt or discredit on my assertions. By reference to my report of 1874, page 15, it will be seen that the estimates then made of the quantity and value of timber in these regions is not by any means asserted as an actually determined fact; and is only offered as a probable or possible approximation to the reality; but it may at the same time be understood, that in making that rough estimate, I was guided, not only by what I saw in the region in question, but by the opinion of an experienced and most highly respected lumber merchant of New Brunswick, who personally inspected the ground, and who proposed the most favorable terms to the Government of the day, for permission to cut timber over fifty square miles adjacent to the Gander Lake. The obstructionists who so diligently spread rumors to underate the value of those fine regions are manifold; but there are two sets of individuals, in particular, whose accounts should be received with extreme caution. First of these are the so-called settlers, near the mouth of the river, whose sole occupation appears to be to destroy the salmon fishery by every sort of barbarous practice that can possibly be conceived; and, secondly, there are certain parties who designedly misrepresent facts in hopes of securing thereby the better terms for themselves. Warnings are said to be given to strangers visiting those parts of the inutility of ascending the river, and assurances offered that the whole region is as barren of pine as the country surrounding the estuary and lower reaches, where, as everybody knows who has visited the places in question, every tree of any value has been culled out long since.

In a letter I had the honor to address to the late Governor of Newfoundland, Sir Stephen J. Hill, dated 4th January, 1875, I made strong protest against the wasteful destruction perpetrated on the so-called French shore, by cutting what is termed ton timber. Other evidences of the reality of the statements there made may be found in the official reports of Capt. Howarth, R.N., of C. H. McLeod, Esq., C.E., and in a letter addressed to the *Royal Gazette*, and dated at Bay of Islands, April 26th, 1875, by Mr. John Tupper. I regret to find that this wasteful and destructive proceeding is not entirely confined to the limits (whatever they may be), of that undefined and outlawed territory; but is practised upon *bona fide* Crown lands, under undisputed British jurisdiction. I was informed while at Gambo that a certain Capt.

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Wright, of Liverpool, had cut ton timber on that river, and brought to market in 1875, five hundred and eighty-three tons of the same; and it is rumoured that similar operations are now going on at the Gander Lake. Were those lands located as timber limits, the evident interests of the lessees would be sufficient protection against such unjustifiable abuses.

Mr. Howley's report shews that the fertile lands of the Gander extend over a large area, above as well as below or on the banks of the great lake, especially in the valleys of the south-west branch and some of its tributaries; and it further shows that there is an area of at least three hundred square miles, where pine, although scorched by fire, still stands in a perfectly sound condition, capable of yielding an enormous supply of excellent timber.

At page 20 of my report for 1874, the remarkable facilities for connecting Gander Lake with Freshwater of Bonavista Bay, by means of a tram-road were adverted to; the only difficulty which then presented itself for such a construction being the fallen and burnt timber which encumbered the ground. This tract of about nine miles was crossed by Mr. Howley, as will be seen in his report, who found that the whole, or nearly the whole of the encumbrances occasioned by the first fire had been swept away by a more recent conflagration, and left the ground clear of all obstructions. He crossed by the valley of a stream known as the Middle Brook of Freshwater Bay, on the waters of which he found a fine pond; and, at or near the outlet into the salt water, a good site for a saw-mill. He also represents the soil of the valley of Middle Brook, and between the pond and Gander Lake to be, for a great part, of very good quality.

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At page 22 of my report for 1874, the presence of serpentine, chlorite slate and diorites is shown to occur upon the Gander lake, associated with mica slates; a great thickness of the latter apparently underlying the former. There is much obscurity, however, as to the structural relation of these rocks; and the total absence of organic remains renders the recognition of horizon perplexingly difficult to determine; yet the lithological resemblances appear still in favour of the probability that the magnesian portions are representative of a portion of the Quebec group. The colour of the magnesian rocks varies from a

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very dark green, through all shades of green to nearly white; and they are frequently characterised by the presence of a fibrous serpentinized *actinolite*, sometimes exhibiting fine veins of *chrysolite*. Grains of magnetic and chromic iron occur occasionally, and portions are more or less calcareous. It may now be observed that similar relations of strata are recorded at page 32 of my report for 1864, where a great mass of mica slate is described as having been seen to underlie the serpentine and associated rocks at Little Bay near Terra Nova Mine; and that the resemblance which exists in the characters exhibited at the two widely seperated localities seems to warrant the suggestion that they are probably of the same age. On the Western and Northern parts of the island, we have in former reports shown tolerably clear evidence to prove that a great accumulation of magnesian rocks with serpentine rests unconformably upon strata containing abundance of fossils, representative of the calciferous and Levis formations, which want of conformity, if admitted in the case of the Gander country, might explain the apparent absence in that region of the subordinate Lower Silurian members. It will be seen by Mr. Howley's report that a set of rocks, similar to those of the Lake, were observed and traced for a long distance up the valley of the Upper River; and in my report for 1870 I have described the occurrence of like strata on the valleys of the upper waters of Bay d'Est River. The evidences of geological age in all these cases are extremely obscure; but such as we have been able to procure, show at all events with some degree of certainty (whatever horizon may be assigned to the serpentine group) that a mass of upper or middle silurian strata, corresponding with that seen at Gander Bay and some neighbouring islands, runs up the valley of the Gander, and immediately overlies the group. At one place Mr. Howley found some very obscure fossils in these latter rocks, one of which bore a resemblance to a *Petraia*, a form of very common occurrence in rocks of upper or middle silurian age in New World Island. On the other hand, the black slates of Bay d'Espoir and of Long Pond on the Bay d'Est River, which are supposed to represent the Levis formation, seem to be repeated on the north side of the granite or gabbro of Round Pond, and again at the lower end of Elnuchibeish gospen, where a black fibrous slate passes below the massive beds of serpentine which form the hill range. These latter beds are characterised by the presence of *bronzite*, *picrolite*, chromic and magnetic iron. Copper and iron pyrites have been found in the chlorite slates of the group within the same regions, which although unimportant in themselves, further than as illustrative specimens, may lead to valuable developments. The more valuable ores hitherto discovered upon this

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island, notably those of copper, nickel and chromic iron, have usually been found to be closely associated with serpentinous rocks; and the presence of such rocks has frequently instigated close inspection of the ground, resulting in the discovery of satisfactory metallic indications; and I have very little doubt, that were access to the interior regions as easy of accomplishment, as it is to the sundry parts of the sea coast, similar experiments would be equally successful. Indeed, the cuttings and excavation which would necessarily be made in constructing roads, would almost with certainty occasionally expose mineral deposits, and give good structural sections, which otherwise might never be observed except by mere accident.

Ingress and egress to and through all those regions, is not only possible, but may be obtained with the greatest ease, by the construction of a few miles of road from Freshwater to the Gander Lake, and the establishment of a small steamer on the lake itself; which would give access at once into the interior for nearly fifty miles. Thence a road might be made to run between the two upper branches of the Gander, passing through the fertile tract and into the mineral district, to tap at the most convenient part of division B of the Railway survey, and from which point the original alignment for the railway could be followed through the island to St. George's Bay. From such a trunk line subsidiary roads might be built to connect all or most of the available parts of the island, whether mineral or agricultural; and especially those of the river and estuary of Exploits, where a large population might be maintained as farmers, having a ready market for their surplus produce in the mining districts of Notre Dame Bay.

I have the honour to be,

Your Excellency's most obedient servant,

ALEXANDER MURRAY.

His Excellency
Sir JOHN HAWLEY GLOVER, G.C.M.G.,
Governor of Newfoundland, &c.

GEOLOGICAL SURVEY.

Appendix to Geological Survey Report 1876.

[COPY.]

GEOLOGICAL SURVEY, ST. JOHN'S,
January 29th, 1877.

MAY IT PLEASE YOUR EXCELLENCY,—

It will be observed by a perusal of my Report for 1876, that certain evils exist in the present state of the laws intended to regulate the disposal of Crown Land property, for which, with your Excellency's permission, I will take upon myself to suggest a remedy for approval or such modification as may be deemed advisable:

1st.—Of mineral licenses of search and mining grants.

2nd.—Of timber limits and settlement lots.

3rd.—Of the mode of conducting snrveys.

4th.—Of reserved lands for roads and other reserved property.

5th.—Of the conservation of salmon and trout.

1st.—As regards the first matter, the boundaries of the license of three miles ought to be fixed by actual survey, and the starting point of each block ought to be determined exactly from some prominent or well marked headland on the coast. The boundary lines on each license ought to be drawn as nearly as possible at right angles and parallel to the general trend of the coast or of a valley. In granting a mile square out of each license it ought to be granted for the scientific purpose of mining; allowing the grantee a right of pre-emption for the fee-simple of such a part of the surface as may be required for his works on the same terms as other settlers; but always reserving a permanent right of way whenever most convenient for settlements inland.

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2nd.—Licenses to cut pine or other timber ought, on no account, to be given for any area under 36 square miles, the conditions of the license to be formally drawn up by the Government and agreed to by the grantee, which would bind the latter to use economy in regard to valuable timber, and would encourage the introduction of agricultural settlers, the lease to have a right of pre-emption for the fee-simple of such a portion of the area licensed as may be deemed advisable on the same conditions as other settlers or land speculators. The whole of the surface unsold to be reserved as Crown property. I have, elsewhere, already shown that, each lumber license may thus become a township, and that large land speculators might arrange terms with the Government by which roads would be constructed and the land settled up in sub-divisions of small lots. Each block of 36 square miles should be planned and topographically represented, and lots for settlement represented in parallel lines embracing 100 or 200 acres each, reserving the sub-divisions of every square mile for local roads.

3rd.—All surveys ought to be made astronomically; as in many cases, especially on the mineral lands, the compass is utterly useless. The data for starting points of each survey should be exactly determined in latitude and longitude on the spot, or by an accurate measurement from some final point upon the sea coast, a system of triangulation conducted similarly to that done in the Geological Survey, will be found very serviceable in establishing the relative position of the required points in many cases.

4th.—Reserves for main lines of road should be 100 feet in width to give ample room for grading and to favor the establishment of telegraphic operations. In all cases for concessions, such lines or other landmarks, the width ought to be 66 feet at the least. The roads to be represented on a plan of each mining grant or timber limits; and the directions followed in each case as nearly as circumstances will permit.

5th.—Where owners and others unite on streams they ought to be bound to protect the salmon and trout, to be held responsible under penalty for any infringement of the close time of killing those fish, to positively prohibit the use of nets across the rivers, or the use of stake or seine nets at any time for the purpose of capturing those fish, to prevent spears being used for the same purpose, and finally to erect salmon ladders wherever they may have caused obstructions such as dams, &c., to give free egress and ingress to the fish.

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I would further beg to draw your Excellency's attention to the following extract from my Report for the year 1867, page 32, which also may no doubt be seen in Journals of the House of Assembly :—

"From the above statements it will be perceived that the mineral bearing portion of the formation in which the Union Mine is situated runs in a general direction nearly parallel with the south coast, but coming out upon it near Nippers' Harbor, and that the presence of metallic ores are more or less indicated at many parts, in nearly the same relative position to the serpentines as they are at Tilt Cove. As therefore your Excellency was pleased to express a desire that I should suggest a plan upon which the grants of mineral lands should be distributed, I beg leave to propose the following, as what I conceive to be the most equitable, and which your Excellency will find illustrated upon a large map for approval or modification."

"Taking Beaver Cove Head on the east side of Beaver Cove as a starting point, the bearing along the coast from there to the Nipper Islands off Nippers Harbor is S. 60' W. from the true meridian. Taking this line as a base, a line may be drawn astronomically N. 30° W. (or at right angles to the base) for four miles or more as occasion requires, and the whole area blocked off into squares of one statute mile each. The coast frontage may then be registered as concessions or ranges, numbering 1, 2, 3, &c., while the intersected country will be divided into lots numbering 1, 2, 3, &c., inland. A license of search upon this plan ought to be confined to one mile of frontage and three or more miles inland, as the case may be, and the square mile selected for grant, finally, should be one of the blocks on the same concession. In cases when broken frontage occurs, special allowance might be made in the grant for deficiency of superficial area, but the license should apply to the concession indicated only, nevertheless, a right of way to the nearest harbor should be reserved to every lot, and the lines of road determined according to the physical character of the country. Where natural facilities for travel offer by lakes or ponds, the right of navigation in such waters should apply to all locations connected with a common harbor. To provide against probable inaccuracies in the surveys (either of the coast or inland) the headlands or other prominent or well-marked natural features as near as possible to the parts where the lot lines strike the coast on the plan, should be specified as the point from whence the terminal boundary of such and such a lot or concession was determined, and from whence the divisional lines are

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to be drawn, and the country blocked off into areas of a square mile more or less each, and all surveys must be made astronomically as in many cases through the mineral country the local attraction is so great that the magnet is perfectly useless, and can only lead to error."

"In laying off mineral lands in other parts of the province, it seems to me to be advisable that a similar system should be adopted to that proposed for the Peninsula of Cape St. John, modifying the bearing of the lines of survey to accord, as fairly as possible, with the strike of the mineral bearing strata, or the run of mineral viens or lodes, as by such means an ample area for any mineral adventure will fall to each grant, without risk of undue monopoly falling to the lot of any party in particular."

Such were my views ten years ago and so they remain till this day, and I now leave it to your Excellency to judge whether they are more worthy of consideration in the year 1877 than they were in 1867.

I have, &c., &c., &c.,

(Signed) ALEXANDER MURRAY.

His Excellency
Sir JOHN H. GLOVER, G. C. M. G.,
Governor of Newfoundland,
&c., &c., &c.

GEOLOGICAL SURVEY.

REPORT

OF

GEOLOGICAL EXPLORATIONS

ON THE

GAMBO AND GANDER RIVERS.

By JAMES P. HOWLEY, Assistant Geologial Surveyor.

Addressed to ALEXANDER MURRAY, *Esq., F.G.S., Director of the Geological Survey, St. John's, N.F., 1876.*

GEOLOGICAL SURVEY OFFICE,
St. John's, February 1st, 1876.

SIR,—

I beg to submit the following report of my season's explorations on the Gander and Gambo Rivers in connection with the Geological Survey of the Island.

The instructions received from you in the month of May last directed me to proceed as soon as the season was sufficiently advanced and the navigation clear to Gander Bay, ascend the river to the Great Lake, and thence make a survey of its upper waters as far as practicable. This being accomplished, the Gambo River was also to be surveyed by effecting a portage to some part of its waters from the most convenient point on the Gander river or lake.

Owing to the unusual quantity of field ice in Notre Dame Bay, especially on its southern side, which rendered the approach to Gander Bay out of the questiun, I was forced to delay my departure till the last week in June. I left St. John's in the steamer *Tiger* on the 27th,

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accompanied by one Indian, and arrived at Twillingate in due time. Here a small schooner was engaged to convey myself and stores to Gander Bay, which we reached on the 4th of July. At the latter place I was joined by two more Indians from Bay d'Espoir. After some little delay in packing our provisions, repairing canoes and arranging the camp equipage, I hired a fourth man (a resident of the place) to complete my crew, and started up the river on the 8th. On reaching the Great Lake we immediately proceeded to the mouth of the main inflowing river where our season's operation were to commence. The river being exceedingly low at this time, it became quite evident that its ascent would be a matter of no little difficulty, and that our canoes could only be availed of to a very limited extent. We accordingly prepared for a long journey on foot by leaving behind all unnecessary provisions, clothing, instruments, &c., which were secured in a strongly-built cache on an island in the river.

The ascent of the main river was long and tedious. We succeeded with much difficulty in getting our canoes very lightly laden, about twenty miles up stream, but were then compelled to abandon them and pursue the remainder of the distance entirely on foot, carrying camps, bedding, provisions, &c., all on our backs. The survey terminated at an elevated bare ridge, sixty-one miles above the lake, and known to the Indians as Burnt Hill. This hill is only distant about a day's walk from Bay D'Espoir, on the Southern Coast. The termination of the Railway Survey line of Div. B., central interior, was reached about forty-eight miles above the lake. Having again returned to the mouth of the river, I made the ascent of Mount Peyton, from which a set of angles was taken, and a splendid view of the surrounding country obtained. We next proceeded to the south-west arm of the lake, and commenced the survey of the South-west Gander River. After ascending this river a distance of eleven miles and fifty-eight chains, it splits into two streams, one branch, which appeared to be the principle, continuing in a south-westerly direction parallel with the main Gander River, while the other, which I have named Dead Wolf River, comes from an easterly direction. This latter was first followed to its head waters in the hope of finding an easy portage thence to the Gambo; but the river soon entered a great mountain range known as the Middle Ridge, became very narrow and tortuous, with numerous falls and cataracts, while its bed for miles was choked with boulders and huge angular fragments of granite, rendering it utterly impossible to proceed with the canoes and provisions. While surveying this branch, the heat which was every day increasing reached a climax, and was excessive in

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the extreme. To add to the intensity of the natural heat a great fire was raging somewhere to the west of our position, the smoke from which for some days was occasionally almost suffocating. Fortunately a change of weather and heavy rain, on the 16th of August, extinguished the fire and greatly tempered the atmosphere.

On returning to the forks of the river it was found that our stock of provisions was all but exhausted. I was therefore obliged to despatch one of my men back to the lake for a further supply to enable me to carry out the survey of the western branch. I had previously sent another of my men to the eastern end of the lake for the purpose of ascertaining the possibility of making a portage thence to Freshwater Bay, and if so to clear away any existing obstructions. In the meantime I pushed on with the two remaining men up the river and reached some fourteen miles above the fork, when I was compelled, very reluctantly, to abandon the survey and retreat in haste to the lake. This was caused by the entire failure of our provisions, and the non-arrival of my messenger who had been sent down to procure an additional supply. We found on our return that he had been seized with an illness resembling paralysis and was unable to walk. He had reascended the river for some distance, but finding his illness was by no means subsiding, and fearing he would be unable to reach us, he finally retraced his steps to the lake. The season was now drawing on, and as I had not yet heard from my other man as to the prospects of our getting across to Gambo, I concluded to push on the eastern end of the lake and ascertain the character of the ground to be crossed, for myself. On my way downwards we met the man returning and were rejoiced to learn that the difficulties in the way of transit were very trifling. Starting from the extreme eastern end of Gander Lake we made a portage of about four miles over a level country lately swept by fire, to a large pond called Butt's Pond, the water from which flows into Freshwater Bay where it is known as the Middle River. Our canoes were thence passed down lightly laden on this stream to within less than a mile of the saltwater. The portaging of the remaining baggage was a work of considerable labor, but was accomplished without any great difficulty or delay.

We reached Freshwater Bay on the 28th of August, and lost no time in refitting for the survey of the Gambo; but the progress of our work was much interrupted by the wet, cold, and stormy weather of the month of September.

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Having surveyed the two Gambo Ponds, Lower and Upper, the River-head brook was first followed for a distance of four miles, but beyond that distance the river was found impracticable for canoe navigation. It flows along the eastern flank of the Middle Ridge Mountain Range, and for over three miles of its course is walled in by perpendicular cliffs which form a fearful chasm, through which the water foams and tumbles with terrific fury.

The Triton River, which is the main branch of the Gambo, was next surveyed to the forks, a distance of nearly twenty miles above the upper pond. Here it splits into two branches of small size. Neither of these being of much importance, I did not continue the survey beyond the forks, where the season's field-work terminated.

HYDROGRAPHY OF THE REGION.

The drainage of the country lying between the Great Exploits River and the eastern seaboard is mainly effected through the Gander, the Gambo, and the Terranova Rivers. Of these the Gander with its tributaries alone drains an area of little less than four thousand square miles; and is consequently equal, or nearly equal, in the volume of water discharged ultimately into the sea, with the Great Exploits River. At page 6 of your report for 1871, I perceive you there estimate that the drainage of the Exploits covered an area of a little under three thousand square miles; and at page 13 of your report for 1874 you put the area drained by the Gander at 2,700 square miles. The surveys accomplished by myself since those dates, viz.—of the upper waters of the Exploits in 1875, and the upper waters of the Gander last summer, tend to show that in both cases you have under-estimated the extent of the drainage systems, which together occupy an area probably little under 8,000 square miles.

The main branch of the Gander River takes its rise on the western side of the range of hills known as the Fox Ridge, from some small mountain tarns not far from the head waters of the Great Rattling Brook of the Exploits, situated in about 48° 30′ north lat., and 55° 49′ west long. Thence flowing southerly it makes a great sweep around the south-west end of Fox Ridge, becoming gradually expanded in its course by contributions from various small tarns and rivulets, the drainage of the marshes, till reaching the base of a hill known as Burnt Hill, when its course flows generally north-easterly but with many

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sinuosities to its junction with the Great Lake. A little to the westward of Burnt Hill it receives a small tributary which takes its rise near Newfoundland Dog Pond on the Bay d'East River, and mentioned in your report for 1870. Several other large tributaries join the river on either side between Burnt Hill and the lake. The principal of these are Maurice Lewis Brook, Nibnosseguuanjeech, Upper and Lower Gull Brooks, and Island Brook on the south side; Fox Hill Brook, M'-skeguum, Miguel's and Cooper's Brooks on the north side.

For a distance of thirty miles above the lake the river is wide and shallow with a gentle easy flowing current all the way, the banks on either side being often flat or sloping gradually upwards. Many islands or intervals occur especially at its outlet into the lake, where a delta of about three miles in extent is cut up into a group of islands. A little over thirty miles, two chutes occur about a mile apart; but beyond the upper of these nearly to the end of my measurement it continues to flow gently and evenly, devoid of rapids or even of strong currents. The river was at its lowest during our visit, owing to the long continuance of great heat and dry weather; but usually is very low during the summer months, in consequence of the absence of large ponds and lakes to act as feeders. There are occasions however, especially in the early spring and late fall, when the river, swollen by melting snows and long continuance of heavy rains, can hardly be excelled for canoe navigation or the rafting of timber.

The following tabular arrangement of courses and distances ascending the river from the lake, will give a more concise idea of its general character.

GEOLOGICAL SURVEY.

TABULAR ARRANGEMENT OF COURSES AND DISTANCES.

No.	Course.	Distance. Miles. Chains.	Approximate rise in feet.	Remarks, &c.
1	S. 48° W.	1.15	5	Form point South-side entrance to Main River through group of islands to point of Long Island, very gentle current.
2	S. 19° W.	5.18	15	From end of Long Island to bend of river nearly straight smooth current.
3	S. 60° W.	1.25	10	To another bend of river partly confined between cliffs, where there is a deep hole of water and a rather strong current.
4	S. 21° W.	1.15	6	Nearly straight, wide and shallow.
5	S. 52° W.	1.45	7	Through islands and shoals.
6	S. 37° W.	1.00	5	Do. Do. Do.
7	S. 67° W.	.75	3	Forms a curve; Island Brook comes in about halfway on eastern side.
8	S. 21° W.	.40	2	Straight course, gentle current.
9	S. 66° W.	1.50	9	Through group of islands.
10	S. 50° W.	1.40	9	To point of small island, Cooper's Brook comes in about halfway on west side.
11	S. 25° W.	.35	2	Straight along main channel.
12	S. 51° W.	1.76	10	Through group of islands and shoals.
13	S. 6° W.	1.60	8	Along main channel shallow, gentle current.
14	S. 39° W.	1.00	5	Makes a curve, smooth current.
15	S. 18° E.	.25	1	Straight; gentle current.
16	S. 68° W.	1.00	6	Forms a considerable curve.
17	S. 10° W.	1.00	5	Nearly straight, wide and shallow.
18	S. 50° W.	1.28	7	Perfectly straight along centre of channel.
19	S. 86° W.	1.55	8	Through group of Islands to mouth of Lower Gull Brook.
20	N. 58° W.	2.20	20	Along centre of channel through a group of islands and over first chute, to mouth of Small brook, strong currents and rapids.

GEOLOGICAL SURVEY.

TABULAR ARRANGEMENT OF COURSES AND DISTANCES.

No.	Course.	Distance. Miles.	Distance. Chains.	Approximate rise in feet.	Remarks, &c.
21	S. 57° 30′ W.	1.06		4	To foot of second chute.
22	S. 10° E.	.45		12	Over second chute to sharp bend, rapids and strong current.
23	S. 60° W.	1.30		5	Along centre of channel, very straight.
24	S. 87° W.	.68		4	A slight curve, gentle current, river wide and shallow.
25	S. 55° W.	.55		4	Gentle bend, high bluff of serpentine on east side.
26	N. 40° W.	.56		5	Straight course, gentle current.
27	S. 80° W.	.70		6	Forms a curve, do.
28	N. 51° W.	.52		5	To mouth of Miguel's Brook, do.
29	S. 23° W.	.50		5	Along centre of channel nearly straight.
30	S. 8° 30′ E.	.26		3	Do. Do.
31	S. 35° W.	.50		5	A slight curve.
32	S. 22° E.	1.12		17	Nearly straight. } Pretty strong current.
33	S. 8° W.	1.47		18	Gentle turn, serpentine cliff on right side.
34	S. 31° 30′ W.	2.24		26	Very straight, gentle current.
35	S. 16° E.	.63		6	To mouth of Upper Gull Brook.
36	S. 31° W.	.40		5	Slight curve.
37	S. 71° W.	.56		8	Do. Do.
38	S. 23° 30′ W.	.45		6	Nearly straight.
39	S. 60° W.	.70		10	To end of burnt woods. } Rattling strong current, but flowing very regularly.
40	S. 55° W.	2.20		25	Nearly straight.
41	N. 64° W.	.30		5	To termination of Railway line, Div. B.

GEOLOGICAL SURVEY.

TABULAR ARRANGEMENT OF COURSES AND DISTANCES.

No.	Course.	Distance. Miles.	Distance. Chains.	Approximate rise in feet.	Remarks, &c.
42	S. 66° W.	1.55		20	Rather crooked. M'-skeguum Brook comes in on north side, and Nibnosseguuanjeech on south side. Indian mail route to Exploits crosses the river near the mouth of the latter.
43	S. 36° W.	.45		5	Forms a curve.
44	S. 80° W.	.45		6	Fox Hill Brook comes in on the north side.
45	S. 36° W.	.68		10	Through a group of islands where there is a pretty swift current.
46	S. 64° W.	1.00		15	To sharp angle, serpentine cliff on right side, pretty strong current.
47	N. 54° W.	.35		4	Do. Do. Do. Do.
48	S. 44° W.	1.16		18	Rather crooked, pretty strong current.
49	S. 3° W.	1.00		12	Do. Do. Do.
50	S. 35° E.	1.30		20	Do. Do. Do.
51	South.	1.35		23	To mouth of Maurice Lewis Brook.
52	S. 36° W.	.60		8	Slightly curved. } Pretty strong current.
53	S. 6° E.	.30		5	Straight curve. }
54	S. 51° W.	1.20		25	To end of measurement on river, very crooked. Several strong currents.
				498	Total rise on river.
55	S. 10° W.	1.20		540	To top of Burnt Hill.
		6	1.76	1038	Total distance and rise above lake.
				75	Height of lake above sea level.
				1113	Total rise above H.W.M. to top of Burnt Hill.

GEOLOGICAL SURVEY.

SOUTH-WEST GANDER RIVER.

Both branches of the South-west Gander River take their rise amongst the most elevated peaks of the great Middle Ridge, at altitudes of little less than a thousand feet above the sea. This ridge which stretches across the country from Fortune Bay to the northern shores of Bonavista Bay, forming a crescent-shaped belt of bare topped hills, is the great water-shed of the east and north-flowing rivers in this section of the country. Rising gradually from the southern coast it attains the greatest elevation a little north of the termination of Div. C. Railway Survey of last year, and then rapidly falls again in its north-eastern strike. It runs out to the sea coast between the eastern end of Gander Lake and Freshwater Bay, where it dies down to an elevavation of only one hundred and fifty feet, and terminates in the broken, irregular country forming the peninsula of which Cape Freels is the extreme eastern point.

The head waters of the main branch of the South-west Gander are situated in nearly the same latitude as those of the Main River, but fully a degree further east in longitude. The river flows from a lake about from three to four miles in length, known to the Indians as Little Gander Pond. Its course at first is nearly west, until it emerges from the mountain range, which sweeps through gradually, finally assuming the general north-easterly direction, which it maintains with tolerably little divergence to its junction with the great lake at the head of South-west Arm.

Dead Wolf River rises from a small tarn in lat. 48° 39' N., long. 54° 39' W., nearly, and is only separated from a tributary of the River-head Gambo Brook by about half a mile of marsh. A little over a mile from its extreme head, it enters a lake three miles long, called Wengeguumjeech Gospen, or Little House Pond. Its general course thence for nearly six miles is a little north of west, when turning sharply to the north it forms a right angle, and at a distance of two miles and a half it bends to the north-west one mile and a half further and joins the main branch. Several tributaries connect with both branches, coming from various directions—the only one of any importance being John Mitchell's Brook, which comes in on the eastern side, about half-way between the forks and Great Lake.

For the first nine miles of its course the South-west River is pretty wide, and when well supplied with water is good for canoe navigation.

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Many islands or intervals covered with beautiful soil are met with on these lower reaches, and extensive backwaters are also of frequent occurrence; but about two miles below the forks there are some difficult and dangerous rapids, where the river becomes confined to a narrow space by slaty cliffs on either side. The main branch above the forks is again similarly confined between high perpendicular, and sometimes overhanging cliffs, forming a canyon three miles long, through which the water rushes with fearful force over precipices and broken crags, in an almost uninterrupted succession of falls and chutes. Beyond this, however, to the end of my measurement, there are only a few strong rapids, and the river becomes comparatively smooth and placid.

The Dead Wolf River is extremely rugged for nearly its entire length from the forks to Wengeguumjeech, and is at times very small and insignificant.

THE GAMBO RIVER.

The Gambo River is approached from the sea by Freshwater Bay, a long narrow arm of the Great Bay of Bonavista, which stretches inland some twenty miles from the open water of the latter, bearing generally S.W. by W. and N.E. by E. The river enters at its extreme head, its mouth being situated in lat. 48° 46' 5", long. 54° 12' 32". Two miles and three quarters from its outlet it expands into a long narrow lake known to the lumbermen as the First or Lower Gambo Pond. It then contracts at a place called the Straits for a little over one mile, and expands again into a second or Upper Gambo Pond, nearly equal in length to the first but somewhat wider. Triton River enters this lake in a bay about three miles from its head, the Riverhead Brook falling in at its extreme western end.

The annexed table will more clearly show the directions followed on this important river.

GEOLOGICAL SURVEY.

TABLE OF DIRECTIONS.

No.	Course.	Distance. Miles.	Distance. Chains.	Approximate rise in feet.	Remarks.
1	S. 34° W.	1.30		4	From a point on the north side of the Gambo River at its junction with the Bay, to the first bend. River pretty wide.
2	S. 13° W.	1.30		6	To outlet of First Pond parly through islands, much encumbered with boulders.
3	S. 48° W.	5.35		0	Up centre of First Pond.
4	S. 62° W.	3.00		0	To head of do.
5	S. 44° W.	1.07		5	Through Straits to Second Pond.
6	S. 84° W.	.35		0	To body of Second Pond.
7	S. 61° W.	2.48		0	Up centre of do.
8	S. 85° 30′ W.	4.47		0	To mouth of Riverhead Brook.
9	S. 73° W.	2.43		0	From No. 7 to mouth of Triton River.
10	S. 62° W.	4.10		30	Along general course of Triton River, to sharp bend. River extremely tortuous.
11	S. 77° W.	5.25		38	Along general course of river.
12	S. 57° W.	1.72		15	Do. do. do.
13	S. 36° W.	2.65		35	To forks of river, end of measurement.
		36.47		133	Total distance and rise on river.

Several minor brooks flow into the lakes from the country on either side. These are the Mint Brooks, Skimitan's Brook, Oliver's Brook, and Parsons' Brook of the Lower Pond. Pine Brook and South Brook of the Upper Pond. Rocky Brook joins the Triton River three miles above the outlet. Mint Brook and Parsons' Brook are the two largest and most important of these. The former, which joins the lake on the north side about a mile from the exit of the main river, rises, in close proximity to John Mitchell's Brook of the south-west Gander, and flowing eastward, passes through several large ponds. Two of these

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ponds, known as North Pond and Mason's Pond, lie parallel with the Gambo Ponds, and are situated between four and five miles to the northward of the latter. Parsons' Brook, which joins the Lower Pond on the south side a mile and a quarter from the head, almost meets the waters of Maccle's Pond, a tributary of the Terranova River (see report for 1869). Its general course is about north-west. Between two and three miles from its junction with the lake it expands into a good sized pond called Parsons' Pond.

Middle Brook, the same which was partly availed of in making the portage from the east end of the Gander Lake, flows into Freshwater Bay about three miles northerly from the outlet of the Gambo. Its head waters interlock with those of Hunt's Brook (see report for 1874, page 10). Its general course is easterly, parallel with Mint Brook, till it reaches Butt's Pond, whence it turns sharply to the south-east and enters the salt water in a little over two miles. Besides Butt's Pond there are several others on its waters, of which Square Pond and Burnt Pond are the two largest. The Gambo is a fine stream usually accessible for canoes or boats for many miles up its course. For two miles above the entrance at Freshwater Bay it is wide and rapid, much encumbered with boulders and islands; but there is a good channel sufficiently deep to permit boats to pass at all seasons, while for canoe navigation or driving logs it is well adapted. The navigation of these two miles might easily be made perfect to the lower pond at a very trifling expense, by clearing away the boulders and other obstructions, and diverting the waters into one main channel. There would then be no interruption until reaching the Straits, which connect the lower and upper ponds, where a small outlay would again guide the water into one leading channel and complete the operation, rendering the river navigable for craft of a moderate size for twenty miles up its course, to the head of the upper pond. This work accomplished and a saw mill erected at the entrance to Triton River, the lumber (which is now chiefly obtained from the valley of that stream) could be shipped and forwarded direct to the coast and to the sea. Triton River is small, but exceedingly well adapted for lumbering purposes. There are no obstructions of consequence up to the forks, and it has been ascended during the spring months by the settlers with their punts, in search of spars, for fifteen miles above the lake. From the forks upwards the branches of the river become very small. The main one follows general south-west course for some ten or twelve miles, when it opens into a small pond called Little Gambo Pond. The upward course of the other branch is in a southerly direction for about eight miles, within which

distance it makes three small ponds, and its sources are separated from a tributary of the Terranova River by a very narrow water shed.

The Riverhead brook, which rises among the Middle Ridge Mountains, and between the two branches of the southwest Gander, follows a nearly parallel course with the Triton river; but it is so extremely rugged as to be utterly valueless for any practical purpose.

If I may seem to have been rather prolix in thus describing the geography of the Gambo, it is because little has hitherto been known concerning it, except to the settlers in the vicinity of Freshwater Bay. I have frequently heard the Gambo confounded with the Gander river. The similarity in name and the close relationship of the two no doubt have caused this, but it will be seen by the foregoing, that although their head waters are frequently in close proximity, they are nevertheless entirely and distinctly separate water courses.

LUMBERING AND AGRICULTURAL RESOURCES.

So much has already been written upon this head, especially in your exhaustive report for 1874, that it would almost seem superfluous to add thereto. My observations during the past season, however, being more particularly directed to that part of the Gander country above the lake, which you had then only an opportunity of seeing and judging of from a distance, warrant me in going still further into details. In doing so I may have occasion to repeat in some measure what has already been written, but I think circumstances generally necessitate such repetition, more especially since there seems to be a disposition on the part of some individuals, and frequently by persons whose opinions are likely to be taken authoritatively, to decry every statement regarding the natural capabilities of Newfoundland in general. Notwithstanding every assertion to the contrary, there is within the immense region drained by the Gander and Gambo Rivers a vast area of country capable of being easily reclaimed, and converted from its present state of wilderness into agricultural settlement. If only one half the almost useless labor now expended in the vain endeavor to convert the barren rocks of the sea-coast into farms and gardens was directed in a legitimate manner to the opening up and settlement of these more promising districts, a very few years would suffice to shew not only the capabilities of the soil, but the advantages generally to be derived by the people from the cultivation of the land.

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The country lying above the Great Lake, and forming the valleys of the two rivers, present everywhere a gently undulating surface, rising to a moderate height in its more elevated parts, and sloping gradually and with beautiful regularity down to the river's banks on either side. For a distance of thirty miles above the lake, and at the least two miles on the western side of the main, and eastern side of the south-west rivers, the country is of this character, giving a block of thirty miles long by ten wide, or an area of three hundred square miles, covered with a rich deep yellow sandy loam. Nearly every acre of this three hundred square miles is well adapted for agricultural purposes, while the whole is, or was, at one time densely timbered with magnificent pine, spruce, fir, and white birch. The islands or intervals in the rivers, especially near their outlets, are perfectly level and covered with exceedingly rich and deep alluvial soil. Many of these flats are of considerable extent, and for the most part they support a large growth of timber, while a luxuriant crop of wild grass flourishes around the banks and on the lower levels. Much of the country surrounding the Great Lake is also well adapted for settlement, and the advantages of having a frontage on this future great highway will still more enhance its value.

On ascending the main river a little over thirty miles, or to the furthest limit of the pine forest, the character of the soil and timber changes very quickly. Although the country still continues flat for a long distance, with few elevations exceeding one hundred or one hundred and fifty feet above the general level, the rich alluvial land with dense forest is succeeded by extensive tracts of barren and marsh, interspersed with scattered patches of wood of very inferior quality; nevertheless there are still many hundreds of acres capable of being reclaimed, and a great portion of the remainder seems well adapted for grazing purposes, while much of the timber is sufficiently good to render it a valuable adjunct in agricultural or mining industries. Following the Dead Wolf branch of the South-west River, and entering upon the flank of the Middle Ridge, a very rugged district is met with which supports only a stunted growth of black spruce and fir. Here marshes and barrens extend over great areas, while the more elevated summits are for the most part bare, or covered scantily with scrub-bushes. Some good tamarack was observed to grow along the river banks and near the edges of the marshes. Much of the space between the head waters of the South-west Gander and the Gambo is of this description; but on crossing the ridge and falling into the valley of the latter, it begins to improve again. The timber on the Gambo, especially in the

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valley of the Triton River, is very fine. Pine is abundant, and though not generally so large as that of the Gander, is of excellent quality. The white birch, spruce and fir along the banks of the river are remarkably fine; indeed I have seldom seen finer in any part of the island. The land available for general agriculture in the valley of the Gambo is not extensive, being chiefly confined to the alluvial flats on either side of the river. These, however, are frequently richly luxuriant, as testified by the indigenous vegetation; especially in the valley of Triton River, where they are generally upwards of a mile in width, extending from the outlet into the upper pond to the forks. The land surrounding the Gambo ponds rises very abruptly from the water's edge, and although for the most part densely wooded, is much encumbered with boulders, and the sides of the hills often present bare rocky precipices. Spots of limited area, nevertheless, are to be seen here and there, which might be reclaimed, and become an important auxiliary to lumbering enterprises.

From careful examination of the forests at many different points, and particularly as regards the limits of available pine, I feel myself in a position to furnish the following estimate of the area supporting that timber, with tolerable confidence:—

	Square miles.
Area of pine lands on the lower valley of the Gander River and north side of the Lake	200
Valleys of the Main and South-west Rivers above the Lake	300
Country along the south side of the Lake and across to Freshwater Bay	200
Valley of the Gambo and Triton River, with their tributaries, about	150
Total	850

I conceive it probable that still further investigation may bring the total area up to one thousand square miles. Most, if not all the pine here referred to, is of the white variety, *pinus strobus*, probably the most valuable species for the manufacture of lumber. I did not myself observe any other variety, but I was informed that the pitch pine, *pinus rigida*, exists in small quantity on Parsons' Brook, one of the tributaries of the Gambo.

Enormous destruction has been effected at nearly every part of the island from time to time by fire. Evidences of great conflagrations of very early date are occasionally encountered, which may have originated with the wild aborigines long before the days of Sebastian

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Cabot, or may have been occasioned by lightning, or spontaneous combustion; more probably one of the latter causes, as it is contrary to the habits or evident interests of the savage, to wilfully or carelessly destroy the forests, from which he derives his subsistence. On the other hand, the more recent destruction is in many cases clearly traceable to the most culpable neglect, on the part of trappers, lumber explorers or "*rhynders*," in omitting to extinguish their camp fires, or smoke heaps, which they had used to drive off flies. The more ancient of these conflagrations is recognizable by the present growth of a young and vigorous forest, surrounding the decayed or decaying trunks of large trees, whose charred limbs and stems remain as an indelible evidence of the manner of their destruction.

One of the most disastrous of the more recent fires happened about eight years ago. It originated near the main Gander River, about forty miles above the lake, and then swept nearly the entire space between the two rivers, until checked by the intervention of the Great Lake, which saved the lower valley. One stripe of this fire crossed the South-West River a little above the forks, and pursuing an easterly course, ran through the country a few miles back of the southern shore of the lake, struck it at its eastern extreme, crossed to Freshwater Bay and thence laid waste the entire northern side of Bonavista Bay. Another stripe of the same fire ran down the west side of the main branch of the upper Gander, swept over Mount Peyton, which it laid bare, thence struck northerly, finally reaching the shores of the Bay of Exploits, where Messrs. Winsor & Vallance's saw mill was caught in the flames and burnt to the ground.

Several fires of less magnitude have occurred since that great conflagration took place in parts of the same region, still further enlarging the burnt area, which, taking it altogether, cannot be less than two thousand square miles in extent. The value of the enormous amount of timber destroyed by these dreadful conflagrations is beyond calculation. Millions of magnificent trees, especially the spruce, fir, and birches, have disappeared or been rendered utterly useless. The pine, however, though scorched does not appear otherwise to be much injured so long as it remains standing. I have examined hundreds of trees which, though stript of their leaves and bark, and bleached hard and white by long exposure, seem nevertheless to be in perfectly sound condition. The fact of its being so sound and thoroughly seasoned, occasioning considerable loss of weight, and rendering it so much more

buoyant in the water, would, it appeared to me, greatly counterbalance any other defects it may have sustained. In conversation with some experienced lumbermen from New Brunswick, whom I met at the Gambo River, engaged in erecting a saw mill for Mr. John Murphy, I was glad to find my opinion in this respect fully borne out; and I learnt further from the same source, that while in New Brunswick burnt pine is rendered almost useless in two or three years by a species of boring insect; the Newfoundland pine is, or appears to be, entirely free from the pest. From my own observation of numerous trees, in no one instance did I detect any injury resulting from the presence of insects, which fact ought to be appreciated by those about to engage in lumbering operations. The only objectionable feature to the utilization of this burnt timber, is the fact of its being hard to cut or saw. This disadvantage should not however cause its entire rejection. While thus endeavouring to shew the adaptability of this burnt pine for economic purposes, it should be particularly borne in mind that although a very great portion of it is in sound condition, it cannot be expected to remain so for a much longer period. Constant exposure to the elements must ere long cause it to decay. Most of the other forest trees, the spruces, firs, and birches, have succumbed and fallen to the ground, where they lay piled upon each other in heaps, and are fast crumbling to dust. Many noble pines also fall as the roots loose their hold in the ground, a sudden squall of wind laying them prostrate, and occasionally the effect produced by a single tree of great bulk giving way in this manner is to carry several others along with it, making a gap of several hundred yards in extent. Some thousands of fine trees must be thus lost each year, and no doubt the number is at a constantly increasing ratio. When once laid prostrate very few years suffice to render the timber valueless. The moisture which appears to take so little effect upon the trees while standing erect, has full power over them when on the ground; it soaks into every crack and fibre, producing rapid decay, finally to rot like their fellows. Thus an enormous amount of waste is going on and increasing annually, all or most of which might be checked and turned to account, by leasing the land judiciously as timber limits; thereby encouraging commercial enterprise and introducing capital and skilled labor.

To illustrate the probable loss of wealth caused by every year's delay, let us suppose that three thousand trees capable of yielding one thousand feet of lumber each are every year thrown down, and that three years on the ground are sufficient to render them unfit for

marketable produce. In the first three years there would be three thousand trees entirely gone, and every year afterwards three thousand more, or altogether in nine years say twenty-one thousand. This would represent 21,000,000 feet of board which, valued at say twenty dollars per thousand feet, would give a total waste up to the present time of $420,000; and this probably is very far below the reality. Further, as the waste is constantly going on at an increasing ratio, it follows that in five or six years hence it will have then doubled or trebled the above amount. In order then to utilize what is still available of this burnt pine, no time should be lost, first in extending the base line commenced last year by Mr. McLeod to the southern side of Gander Lake, and secondly in giving every facility necessary towards lumbering operations on a large scale. In a letter I had the honor of addressing to the Hon. Receiver General in August last, from the Gander Lake, I entered pretty fully into particulars as to the character and quality of this pine, and of the country generally. I also made a suggestion that all licenses or grants for lumbering purposes should, in the first instance, be confined to the burnt district, which suggestion I see no reason as yet to alter. It must be obvious from the foregoing that while the greater portion of the burnt timber is still most valuable, every year's, or even every day's delay, in turning to account, lessens not only its quantity but its quality as an economic material, while reserving such timber for future purposes must necessarily be futile. A reservation of ten or twelve years more will render most of it utterly valueless. Reserve the growing pine, if desirable, which cannot deteriorate so long as it escapes fire, but will on the contrary increase in value and dimensions.

In reference to Mr. McLeod's base line, I was much struck while on the Gambo River with the immediate necessity of continuing it from the Gander Lake into the Gambo country. I find by my survey that an extension of the line from the mouth of Joe's Brook, on the south-side of Gander Lake, would strike across the Upper Gambo pond at its widest part, and exactly seventy-three chains east from the mouth of Triton River, dividing the lumbering district of the Gambo into two nearly equal portions. Were a separate line established for the laying off of the latter, it could not be more favorably situated. The present system of lumbering as practiced on the Gambo, where two large saw-mills are now in operation, and where timber is cut indiscriminately over at least one hundred square miles of country, I think it should at once call for interference on the part of the Government, but I leave it to yourself more fully to explain the disadvantages most likely to

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accrue from such a mode of procedure, and more strongly to urge the application of a more legitimate system for the appropriation of all this valuable Crown property.

GEOLOGICAL DESCRIPTION.

In the following account of the geology of the region, I have given the details in section as observed on the banks of the respective rivers, or the country adjacent to these rivers; as it was found impossible to trace out the boundaries of formations with any satisfactory result through the intermediate lands. The difficulties attendant upon such a thorough investigation are manifold and the limits of a single season are altogether insufficient to such a task particularly when the geographical features (which must ever be the base of all geological examination) had still to be laid down. It may be seen in the geographical description I have given of the country, that much of it is covered up with drift, forest or swamp, in which sections of the rock are but rarely exposed, and when they do come to the surface they are usually remotely apart. Then, again, all the rocks of the region are so highly metamorphosed, and the mineral characters of the various groups or formations frequently found so much to resemble one another, that it is difficult to distinguish them even in hand specimens. Under these circumstances I saw at once I should be compelled to adopt the sectional mode of examination on the rivers, even had I been supplied with a geographical map which, as hitherto, had still to be constructed. The topography and river sections being now pretty correctly established, an approximation to the structure can be arrived at, and the difficulty of following out the details at some future time is reduced to a minimum.

Following the main Gander river for the first thirty miles above the lake, the rock exposures met with are chiefly hard grayish micaceous slates, with which are occasionally interstratified beds of greenish-gray sandstone and conglomerate. About one mile and a half from the outlet a small outcrop of these slates occurs, dipping N. 72° E.* ∠ 50°. No exposure is then seen for a distance of five miles, when similar slates make their appearance in a vertical attitude, striking N. 7° E., S. 7° W. A mile and a quarter beyond this they form low cliffs on both

* All bearings are from the true meredian.

sides of the river for a short distance. Fine-grained greenish-gray micaceous sandstones are here interstratified with the slates all vertical, and striking N. 42° E., S. 42° W. A little over a mile from this latter outcrop, a very fine bluish-gray silky-micaceous slate comes out on the left side of the river. This resembles the mica slates of the point and islands between the two arms of the lake, and is probably identical. It is much corrugated, and is intersected by numerous small quartz veins running in the strike, which is about N. 84° W. The hard gray slates are occasionally met with above this in low outcropping ledges, always vertical, and striking obliquely across the river. Four miles above Cooper's brook, thick beds of rather course conglomerate are met with overlaid by beds of hard gray sandstone, alternating with greenish arenaceous slates at the top. The pebbles of the conglomerate are chiefly of red jasper, green chert, with grains of white quartz cemented in a matrix of rather course greenish-gray sand. The pebbles rarely exceed the size of a rifle bullet. Irregular masses of rather dull white calcarious matter are not unfrequent in the rock, and several small cavities where some such material had been weathered out, where also observed. Some of these latter cavities seemed to have contained fossils, one obscure form resembling a *petraia* being found, while other organisms were suspected, although never sufficiently well preserved to be identified. Lithologically the rock resembles the Herring Head conglomerate, and is probably of the same horizon. At this exposure the strata are again vertical, striking N. 3° E., S. 3° W. About a mile and a half further up, the same conglomerates again make their appearance in a small outcrop dipping N. 62° W. ∠ 40°, and they are seen for the last time near the mouth of Lower Gull Brook, where the dip is N. 31° W. ∠ 30°, No other exposures occur up to the first chute, where beds of greenish gray sand-stones and slates strike across the river dipping N. 52° W. ∠ 55°. Similar rocks form the second chute nearly a mile beyond. At the latter the dip is N. 55° E. ∠ 60°. Two intrusive dykes of a dark gray syenite cut the rocks here between the two chutes, one running N. 60° W. the other N. 15° W. They do not appear to cause any great disturbance or alteration except at their immediate contact. What the exact age of these rocks may be can only be conjectured for the present. The striking lithological resemblances, especially of the basic sandstones and conglomerates with the rocks of New World Island, and the presence of fossils although obscure, seems to indicate the horizon of the upper part of the middle or lower part of Upper Silurian series.

At a bend of the main river, two miles and three-quarters above

GEOLOGICAL SURVEY.

the upper chute, at the end of the twenty-fifth course, (see table of courses and distances, page 32,) a high bare bluff occurs, rising steeply from the south-side of the river to a height of over two hundred feet. The rocks forming this bluff present a perpendicular cliff to the river about thirty or forty feet high, and consist at the base of a mass of incoherent serpentines and chloritic slates, confusedly combined, where the layers of deposit are only to be distinguished by some bands of an opaque white or yellow-weathering picrolite, running apparently in the planes of the bedding. The rock in some parts is reticulated by minute thread-like veins of a greenish silky asbestos. Much of it weathers a pale yellowish brown, or orange yellow on the exposed surface, but on fracture it is generally of a dull earthy dark green colour, with shades of light green here and there. Other portions of the cliff display serpentine of a dark bottle green throughout, very incoherent, and exhibits a smooth glistening soapy surface on fracture. The top of the bluff is composed of a dark gray crystalline rock exceedingly hard, and weathering dull white. From its remarkable weight, this rock was supposed to contain an ore of iron disseminated through it. Stains of green carbonate of copper were observed at one place. The strike of these rocks is about N.W. and S.E. Three quarters of a mile beyond the bluff a set of dark blue chloritic slates underlaid by beds of hard gray quartzite crop out, dipping S. 25° E. ∠ 56°. Similar slates and quartzites hold the river's bed for about a mile beyond Miguel's Brook, where a considerable exposure occurs, the dip here being N. 18° W. ∠ 32°. About three miles further up stream the serpentine rocks are again seen to form a high cliff for half a mile or more, and thence a bare yellow-weathering ridge strikes a long distance inland, in a direction about N. 73° E. The serpentines at this part are very similar to those below but have in addition a band of a steatitic character loosely aggregated, of a slaty structure, and holding irregular strings and lumps of pale yelloy-weathering picrolite. But the greater portion of the exposure consists of a dull green earthy rock in thick beds, which weathers yellowish brown, and is seamed with thin strings of asbestos while the bedding is generally separated by small bands of picrolite, or occasionally by nearly pure serpentine varying from a quarter of an inch to an inch in thickness. These latter bands generally weather out in relief, and are of a pale blue colour on the exposed surface. The bottle green serpentine, with the smooth glistening fracture, is also well displayed, and seems to occupy a superior position to the former. Dark blue very ferruginous chloritic slates, interstratified with dark gray fine grained sandstones or diorites, underlie the serpentines. Some of these bands are exceedingly hard,

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assuming the character of gray quartzite, while both sandstones and slates are thickly impregnated with iron pyrites. About half a mile back from the river to the eastward, a hard crystalline white rock which weathers a deep rusty red, apparently a dolomite, forms a bare ridge, and appears to surmount the whole mass. The strike of this latter can be distinguished for miles by its brick red colour. Its exposed beds display remarkable honey-combed surfaces, where the cavities, apparently weather-worn, sink several inches into the stone. Irregular veins of milk-white quartz, stand out in relief from the deeply weathered surface of the rock. The fracture exhibits the effect of weathering for half an inch or more, the colour becoming gradually of a paler shade as it penetrates the stone, while internally the rock presents a dull white colour, streaked with gray, with occasional shades of pale yellow or green. The surface of the country here is exceedingly bare, the few stunted trees and bushes, which once existed being entirely swept away by fire. While in this desolate region, I was particularly struck by the frequent occurrence of isolated level spots of sand and gravel, sometimes several hundred yards in circumference, which from the regularity displayed in the separation of the coarser from the finer material, and the manner the former was arranged, might be imagined to have been effected by human agency. These were formed occasionally in almost uniform straight ridges of nearly equal breadth protruding through the sand or finer gravel, while at other times they rose in circular walls incircling the same; and in other instances, the coarse material formed a curiously complicated net-work, the finer deposit being enclosed by the mesh-like ridges of the former.

Another small outcrop of the serpentines takes place about a mile further on the same side of the river. Chloritic slates, diorites and quartzites then succeed for a long distance. These are often much corrugated, and form a succession of low sharp undulations. The slates generally vary in colour from dark blue to gray and nearly black, occasionally greenish or slightly purplish, and are frequently very ferrugenous. Some of these strata are arenaceous, rather compact and flaggy, while others are close-grained, have a fine slaty cleavage parallel with or slightly inclined to the bedding; and occasionally they exhibit a finely laminated and fibrous structure. Quartz veins occur in many running parallel with the bedding. Iron pyrites in minute specks is thickly diseminated through these latter, as well as the greater portion of the slates. The general strike is about N. 18° W., S. 18° E. Two miles beyond the termination of Div. B. of the Railway Survey, a mass of course brecciated trap strikes across

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the river, bearing N. 76° E., S. 76° W. Two and a half miles further up, the serpentines again appear in considerable volume, forming a high broken cliff on the south side of the river, and exposures continue at short intervals apart for nearly two miles more. These rocks spread over a large area, and are seen to cap many bare elevated ridges to the eastward of the river, the strike continuing in the same direction. In a few instances they were found to vary somewhat in character from the magnesian rocks further down the stream, especially on some of the exposed ridges back from the river. While the dull green earthy, yellow-weathering rock forms the greater portion of the exposures, a coarsely crystalline rock of a green colour weathering rusty red, the crystals of which were supposed to be pyroxene, is associated with it. Near the apparent base of the serpentines, a set of dull white weathering bands are interstratified, some of which when broken present a soft, milk-white color, tinged with spots of pale olive green. In texture these beds are finely granular, and they display a brisk effervescence under an acid. The green stain is probably derived from the presence of chrome, nickel, or copper. The serpentines are only separated by about one hundred yards of low, marshy ground, from a ridge of coarse gray granite. Beyond the last mentioned ridge to the termination of the measurement, the rocks are all granite. Burnt Hill is entirely of granite, and the mass strikes thence N. 12° W., S. 12° E. Further, the features displayed in the country stretching towards the head waters of the Gander and Bay d'East Rivers on the one hand, and away towards Fortune Bay on the other, appear to indicate the continuance of an uninterrupted range of granite, or rocks of a granitic character, over a vast region. The constituents of the rock, when examined, were found to be generally an aggregate of rather coarse-grained opaque white quartz, pale flesh-colored feldspar, and scales of blackish or brownish mica. It disintegrates freely when exposed to the action of the atmosphere; and the surfaces, particularly where fire has run, weather a dull grayish white. Large boulders and innumerable fragments of mica slate, generally of a steel gray colour, are scattered over the surface, which probably are derived from the lower or depressed grounds, where the solid rock is concealed below an accumulation of peat bog or drift.

The relative position these mica slates hold to the serpentines, or the relations of the granite to either, was not ascertained with certainty, and requires further and more extended investigation; but the impression made by the apparent mode of its occurence at various

parts of its distribution seems to accord with the opinion expressed in the report for 1874, that it is intrusive; and if so, consequently may probably prove to be of later date than the Quebec group, or even perhaps contemporary of middle silurian. The resemblances in mineral and lithological character which obtain between the magnesian group of this region and the metamorphic rocks at other parts of the island, where the succession is better defined, is strikingly suggestive of its horizon being that of the Quebec group, which is now provisionally assumed. Nevertheless, the absence, or apparent absence, of the lower members of the lower Silurian system involves a difficulty which at present can only be explained by want of conformity or overlapping, which unconformity, however, quite accords with the evidences afforded by the structure at Port-a-Port Bay, on the western side of the island, and that at Hare Bay, at the northern extreme. Another evidence, moreover, indirectly points towards the probable age of the serpentines, in as far as the succeeding formations appear persistently to be of a horizon somewhere intermediate between the Upper Hudson's River and the Clinton, or in other words middle Silurian. The succession at New World and the adjacent islands, where well defined fossils are abundant, has been described in former reports. There, the rocks are partially or extensively altered, and are intersected by numerous intrusions of trap and granite, the intensity of the metamorphism increasing as it extends up Gander Bay, where, however, fossils, although obscure, were found. In the region under description it has already been stated that some very obscure fossils (one having much the aspect of the cast of a *petraia*) were observed, from which it is fair to infer that those Middle Silurian strata run up the valley of the Gander, probably in some cases forming outlying detached patches, spreading over the magnesian rocks in similar relation to that seen at New World Island and in Gander Bay.

ROCKS OF THE SOUTHWEST GANDER RIVER.

In following up the southwest Gander River from its outlet, after passing some exposures of slate, corresponding with the slates of the islands and points between the west and the southwest arms on the Great Lake, a conglomerate rock is met with on the bank nearly opposite the junction of John Mitchell's brook, which was supposed to represent the conglomerate seen previously on the main river. The next exposure is about two miles below the junction of Dead Wolf river with the main branch, consisting of high cliffs of dark-bluish slates, which rise over the banks for nearly a mile. The exposed surfaces of these slates exhibits a fibrous texture and pearly lustre, and are characterised

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throughout by the presence of innumerable small drusy cavities, incrusted with oxide of iron, probably resulting from the decomposition of minute crystals of iron pyrites. Many quartz veins run through the slates, frequently following a course parallel with the bedding, and they are found to contain a mineral, supposed to be pyrrhotine or magnetic pyrites in considerable abundance; while copper pyrites in small sp[illegible]s or minute strings were occasionally observable. The general dip h[illegible]e is for the most part easterly, the angle of inclination varying from 2[illegible]° to 60°. At one place a small trap dyke, about two feet wide, intersects the slates, running nearly on the strike of the strata, which is apparently but slightly disturbed. Above the forks of the before-mentioned streams, these slates rise again in high perpendicular cliffs, which hold the banks of the main branch for upwards of three miles. At some parts of their outcrop they present a smooth and even cleavage, splitting readily into slabs, of from a quarter to one inch or more in thickness; others are more finely laminated, but less coherent. Some of the former appear to be well adapted for roofing, and other economic purposes. Occasionally beds of hard gray sandstone are interstratified with the slates, which, with the associated beds, dip with tolerable regularity from east to S. 30° E.

On the Dead Wolf branch about a mile above the forks, the slates dip N. 38° W. ∼ 9° At their base, apparently passing below them conformably, are some beds of a finely micaceous gray sandstone which weathers rusty brown. This rock is much altered, assuming a gneissoid character on some occasions, but in very regular strata, varying in thickness from one to six inches, which dip in the same direction as the slates, at an angle to the horizon of 24°. The country approaching towards Wengeguumjeech Gospen seems chiefly to be occupied by these latter rocks, arranged generally in a series of alternating anticlinal and synclinal lines, but in some parts displaying more intense disturbance. Nearing Wengeguumjeech Gospen some coarse gray granite was seen to cross the river, which rock or granitic gneiss apparently occupies the whole region surrounding that lake. Numerous large angular blocks and fragments of granite are strewn over the bed of the river and the lake shores, and the surface of the ground is encumbered with such in all directions.

The granite country to the south-eastward of the ridge of granite at Wengeguumjeech Gospen, which may be distinguished as the Great Middle Ridge Mountain Range, assumes very much the aspect of

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Laurentian, and coincides with the general run of that system as recognised on the northern side of Bonavista Bay; but the relation of these highly metamorphosed rocks bear to the succeeding strata of gneissoid micaceous rocks, and the overlaying slates, or the relation of the latter two to each other, is extremely difficult to unravel; and before further and more extended examination has been accomplished, the exact horizon of either must remain in abeyance. Provisionally for present convenience, the granitic country aforesaid is assumed to be Laurentian, and the micaceous sandstone and slates as of Lower Silurian age, on or near the horizon of the Quebec group, coming in contact with the lower series by dislocation and unconformity.

Between the eastern end of Gander Lake and Freshwater Bay, the land is generally of a level character, where the rock is but rarely exposed in place. A few low ledges of gneiss crop out near Butt's Pond, striking about N.E. by E., S.W. by S., which were supposed from the aspect of the rock and the geographical position, to be a continuation of the Laurentian strata which strike along the northern shores of Bonavista Bay. This section of the country is for the most part spread over by a deposit of fine yellow clay, while boulders and coarse gravel are strewn over the surface.

Ascending the Gambo waters, no rock exposures are met with on the lower course of the river or on the shores of the lower pond; but there is a good section displayed at the falls of Mint Brook, about half a mile above the outlet into the pond. These strata consista of finely laminated mica slate, much corrugated and contorted, with numerous quartz veins. They are of greenish or bluish colour, the surfaces smooth and of a silky texture. Some sections are again exposed on the Upper Gambo pond, and in the valley of the Riverhead Brook. The rocks of these sections are chiefly of an altered sandstone or quartzite, which at some parts passes almost imperceptably into a gneiss; the metamorphism apparently increasing in intensity towards the interior of the country. Some of the beds exposed on the banks of Riverhead Brook may be described as a dull gray quartzite. On the valley of the Triton River, about a mile above the junction of Rocky Brook, a high bluff rises almost perpendicularly from the south bank of the stream. The rock of this bluff, which also extends over a large portion of the surrounding country, is of a steel gray color, is very micaceous, and of a slaty structure—the surfaces of the beds presenting deeply-cut depressions or wave-like undulations. The strike of the strata at the bluff is N. 66° E., S. 66° W., standing

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on edge vertically. Exposures are not numerous on or near the river's banks higher up the valley, but in some of the few outcrops a fibrous silky gray slate was observed in addition to strata of like character to that at the bluff. The dip was almost invariably found to be vertical or nearly so, the lowest inclination registered being N. 70° W., ∠ 45°. The effect of great disturbance is manifested all through the region, but it may be presumed from the vast tract over which these rocks are spread, that their great extent is due to frequent repetition, being brought up again and again upon axes of sharp folds and flexures, rather than vertical thickness. It will be obvious from the above statements, that the stratigraphical position in geological sequence of these latter rocks is still very doubtful. Provisionally, and for present convenience, I have assumed to be of Huronian age, which the geographical situation appears to indicate; but there are differences in mineral constitution from the typical Huronian, which must not be overlooked, especially in the presence of mica largely diffused, which in the normal character of the Huronian system, is nearly absent altogether. Possibly they may merge into the great Laurentian system; although the general aspect differs materially from that system as displayed elsewhere, and at no very remote distance. Further and much more exteend investigation, especially sectionally or in a northwest and southeast direction, are required to reveal the true structure of the entire region, which is extremely complicated from first to last.

In conclusion, I beg to inform you that the whole of the surveys, of which the above is a description, have been plotted on a scale of one inch to a mile, with every particular recorded.

I have the honor to be,

Your obedient servant,

JAMES P. HOWLEY.

ALEX. MURRAY, Esq., F. G. S., &c.

NEWFOUNDLAND RAILWAY SURVEY.

REPORT of Preliminary Survey and Explorations of 1875, by Sandford Fleming, Engineer-in-Chief.

GENERAL REMARKS.

The quantities and estimates in this report are,—1st.—For a single line, first-class road of the ordinary or four feet eight and a half inch gauge, with a width of roadbed of seventeen feet on embankments, and twenty-two feet in cuttings ana masonry structures.

2ndly.—for a similar road with timber structures.

These estimates embrace the construction of the road up to formation level.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
OTTAWA, April 11th, 1876.

The Hon. E. D. SHEA,
Colonial Secretary, Newfoundland.

SIR,—In March, last year, I had the honor to receive from you a communication requesting me to take in hand the preliminary surveys for a Railway across Newfoundland, from the east to the west.

I wrote you on the 26th April last, expressing my regret that I could not, on account of onerous official duties here, give my personal supervision to the work you had in view; but that I had been fortunate enough to obtain the services of Mr. A. L. Light, an engineer of long experience and high standing, to visit Newfoundland in my stead, and to see the survey properly commenced.

At the same time I informed you that I had organized a staff of engineers to accompany Mr. Light, and to carry out such directions as might be given to them through him.

On the 24th of April, 1875, I furnished Mr. Light with instructions respecting the survey, pointing out generally my views with regard to the mode of conducting it.

Mr. Light, after commencing the survey, was obliged to return to his duties at Quebec. His report on the organization of the various surveying parties, together with copies of the detailed instructions which he furnished the engineer of each party to guide him in his work, I transmitted to you on the 10th August last year.

It was intended that Mr. Light should return to Newfoundland sometime during the summer or autumn, to give farther attention to the survey, but he was unable to leave, and the duty fell upon Mr. Alexander Murray, the provincial geologist, to communicate farther instructions to the engineers in charge.

NEWFOUNDLAND RAILWAY SURVEY.

The field work of the several surveying parties was completed before the close of the year. The engineers in charge furnished Mr. Murray with a good deal of information, to enable him to submit to the Government reports of a preliminary character with respect to the survey in the interior, and also with regard to the survey through the peninsula of Avalon.

Having finished the work of survey in the field, the parties were disbanded, and the staff proceeded to Ottawa, in order that they might prepare their plans and other documents under my supervision.

The office work is now completed, and I forward to you complete plans and profiles of the whole line surveyed.

The engineers in charge have prepared full reports, giving a detailed description of the country passed through, having regard not alone to its adaptability for railway construction, but also for lumbering, farming and other purposes.

These documents, together with the interesting reports of Mr. Murray, already laid before the Government, render it unnecessary for me to dwell on the subjects alluded to.

The engineers in charge have prepared very full tables of distances, grades, quantities and estimates in connection with the work, on each respective section. From these summaries have been compiled for the whole line from St. John's to St. George's Bay, which I herewith submit.

The estimates of quantities and cost must of course be taken as only approximate, as the data obtained from a preliminary exploration, although of great value, is not sufficient to base exact calculations on.

This much may, however, be confidently stated; the survey has established that there are no serious obstacles in the way, and that a Railway may be constructed from one side of Newfoundland to the other at a moderate cost.

The prosecution of the survey was, as you are aware, attended with difficulties of various kinds. These, however, were overcome by the perseverance and exertions of those concerned.

NEWFOUNDLAND RAILWAY SURVEY.

I feel confident that the greatest economy, consistent with the vigorous prosecution of the work in hand, has been exercised by those under my directions, both in the field and in the completion of the office work, and I believe the people of Newfoundland will have no reason to regret an expenditure which has so largely added to the knowledge of the country they inhabit, and which, as a forerunner of a great public undertaking, is, I trust, the harbinger of an era of progress.

The general advantages which would result from the opening of Railway communication across Newfoundland, in connection with transatlantic traffic are generally understood, and my own views with respect to them are so well known, that it is unnecessary for me to repeat them. The local advantages which the construction of Railways confers, would be especially felt in Newfoundland.

I am justified in commending the gentlemen whom I selected to carry out the survey. They were each previously well known to me, and I felt well assured that they would allow nothing to prevent them carrying out the important service in as satisfactory a manner as possible. In this I have not been disappointed.

It is only due to Mr. Alexander Murray that I should express my high appreciation of his services in connection with the survey, but for his knowledge of the country and his advice with regard to the best means of reaching the interior with men and supplies it would have been impossible to have done so much, so satisfactorily, and within so short a time, I feel under personal obligation to Mr. Murray for his able assistance in directing the work of survey during the absence of Mr. Light and myself from Newfoundland.

I regret that circumstances prevented me from visiting the island last season. I trust, however, to be able to do so at some future period.

I have the honor to be, Sir,

Your obedient servant,

SANDFORD FLEMING.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EXPLORATORY SURVEY, 1875.

The accompanying reports are as follows :—

REPORT OF SURVEY, DIVISION A.

(1.) Western Interior,
(2.) Central Avalon.

REPORT OF SURVEY, DIVISION B.

(1.) Central Interior.
(2.) West Avalon.

REPORT OF SURVEY, DIVISION C.

(1.) Eastern Interior.
(2.) East Avalon.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

Exploratory Survey, 1875.

List of plans and profiles furnished :—

1. General Plan, with report.
2. General Section.
3. (No. 1) East Avalon Plan.
4. { " East Avalon Section on traverse line.
   " East Avalon profile of approximate location.
5. (No. 2) Central Avalon Plan.
6. " Central Avalon Section on traverse line.
7. " Central Avalon profile of approximate location.
8. (No. 3.) West Avalon Plan.
9. " West Avalon Section on traverse line.
10. " West Avalon profile of approximate location.
11. (No. 4.) East Interior Plan.
12. " East Interior Section on traverse line.
13. " East Interior profile of approximate location.
14. (No. 5.) Central Interior Plan.
15. " Central Interior Section on traverse line.
16. " Central Interior profile of approximate location.
17. (No. 6) West Interior Plan.
18. " West Interior Section on traverse line.
19. " West Interior profile of approximate location.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

General Tables.

No. 1. Statement of distances.
2. Statement of grades.
3. Average earth and rock quantities per mile.
4. Statement of masonry structures.
5. Statement of timber structures.
6. Approximate total quantities with masonry.
7. Approximate total quantities with timber.
8. Estimates for one average mile, masonry and timber.
9. Total estimates, with masonry and timber.
10. Total quantities and estimates.
11. } 12. } List of principal bridges.
13. Table of bridge openings.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

STATEMENT OF DISTANCES.

No. of District.	Name of District.	By Traverse.	By approximate location.	By air lines.	By air line.
		Miles.	Miles.	Miles.	Miles.
1	East Avalon	50·39	50·83	33·73	St. John's to St. George's Bay.
2	Central Avalon	41·02	37·75	28·09	
3	West Avalon	21·00	20·60	18·03	
4	East Interior	85·22	80·68	68·75	
A	Incomplete	.....	16·00	15·00	
5	Central Interior	85·53	87·31	72·48	
6	West Interior	67·89	67·30	59·26	
	Totals	367·05	360·52	295·	275·

	Miles.	Per cent.
Approximate location longer than air line	85·52	31·09
Approximate location shorter than traverse	6·53	1·78
" Length of tangents	229·48	63·68
" Length of curves	131·04	36·35

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

STATEMENT OF GRADES.

No. of District.	Name of District.	Level.	0·50 per 100 and under	Over 0·50 per 100 and under 1·00 per 100.	1·00 per 100.	1·20 per 100.	1·30 to 1·60 p. 100
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	East Avalon.....	17·38	5 78	2·09	10·24	10·84	4·51
2	Central Avalon.....	2·65	6·00	13·09	5·85	4·22	5·94
3	West Avalon.....	4·15	1·52	2·38	0·89	11·66	
4	East Interior.....	30·28	11·14	5·45	11·38	22·43	
A	Incomplete.....	5·50	2·50	1.00	2·50	4·50	
5	Central Interior.....	20·48	10·05	17·32	13·10	26·36	
6	West Interior	6·77	34·76	.....	24·88	0·95	
	Totals.....	87·21	71·75	41·33	68·84	80·96	10·05

PER CENTAGE OF EACH GRADE TO WHOLE LINE.

Per cent.....	24·	20·	11·	19·	23·	3·

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

AVERAGE EARTH AND ROCK QUANTITIES PER MILE.

No. of District.	Name of District.	Earth.	Rock.	Number of miles.	Per cent of whole.
		C. yds.	C. yds.		
1	East Avalon	24,098	10,804	50·83	14
2	Central Avalon	34,000	4,000	37·75	11
3	West Avalon	34,660	14,213	20·00	6
4	East Interior	13,860	6,168	80·68	22
	Incomplete	13,860	6,168	16·00	4
5	Central Interior	13,250	1,000	87·31	24
6	West Interior	20,000	5,000	67·30	19
	Average on whole line	21,881	5,492	360·00	100

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

Statement of Masonry Structures.

No. of District.	Name of District.	Masonry.			Trestlework in Fills.	Howe Truss.
		1st Class.	2nd Class.	Paving.		
		C. yds.	C. yds.	C. yds.	L. feet.	L. feet.
1	East Avalon	1,800	15,000	350	620	160
2	Central Avalon	3,900	6,400	1,800	.....	100
3	West Avalon	3,000	4,500	200	.....	40
4	East Interior	7,422	18,718	726	.....	640
A	Incomplete	1,380	3,480	135	.....	400
5	Central Interior	10,400	13,200	704	.....	790
6	West Interior	8,100	18,900	1,350	.....	980
	Totals	36,002	80,198	5,265	620	3,110

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

Statement of Timber Structures.

No. of District.	Name of District.	Quantities.						
		Cribwork and stone filling.	Timber.	Wrought iron.	Cast iron.	Softwood plank.	Hardwood plank.	Howe truss.
		C. yds.	L. feet.	Lbs.	Lbs.	B. M.	B. M.	L. feet.
1	East Avalon	850	282,200	23,790	3,670	41,370	6,450	160
2	Central Avalon	5,000	132,000	14,200	2,250	29,000	6,000	100
3	West Avalon	1,000	161,840	12,750	1,950	20,000	3,000	40
4	East Interior	8,502	357,400	44,374	7,261	55,000	10,000	640
A	Incomplete	1,590	63,000	8,250	1,350	15,000	1,875	400
5	Central Interior	8,800	190,880	22,550	3,450	44,000	4,400	790
6*	West Interior	5,000	136,840	20,050	3,100	50,000	8,000	980
	Totals	30,740	1,324,160	147,240	22,750	254,370	39,725	3,110

* Note.—No. 6 retains a considerable quantity of masonry in the larger bridges.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

Approximate Quantities with Masonry Structures.

No. of District.	Name of District.	Clearing.	Close Cutting.	Grubbing.	Fencing.	Earth Excavation.	Rock Excavation.	Under Drains.	1st Class Masonry.	2nd Class Masonry.	Paving.	Riprap.	Howe Truss.	Timber.	Road crossings and divisions.	Wrought Iron.	Cast Iron.
		Acres.	Acres.	Acres.	L. ft.	C. yds.	C. yds.	C. yds.	C. yds.	C. yds.	C. yds.	C. yds.	L. ft.	L. ft	$	Lbs	Lbs
1	East Avalon.....	660	51	101	25415	1225000	549167	50880	1600	15000	350	1525	160	17790	1500	2010	356
2	Central Avalon....	200	38	56	.....	1434400	151000	56600	3900	6400	1800	1200	100	.....	5		
3	West Avalon.....	269	1	2	217516	714000	292788	20600	3402	4500	200	412	40	608	412		
4	East Interior.....	1049	81	202	8068	1118225	497634	121020	7422	18718	726	2420	640	3227	2259		
A	Incomplete.....	195	15	37	1500	207900	64764	22500	1380	3489	135	450	400	600	420		
5	Central Interior...	1148	265	88	.....	1170000	88000	44000	10400	13200	706	6160	790	2000			
6	West Interior.....	942	67	168	113000	2019000	336500	101006	8100	18850	1350	2350	980				
	Totals.....	4562	518	654	365490	7888525	1979853	416550	36002	80198	5265	14517	3110	24225	4596	2010	356

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

Approximate Quantities with Timber Structures.

No. of District.	Name of District.	Clearing.	Close Cutting.	Grubbing.	Fencing.	Earth Excavation.	Rock Excavation.	Under Drains.	Riprap.	Timber.	Softwood Plank.	Hardwood Plank.	Wrought Iron.	Cast Iron.	Cribwork.	Howe Truss.	Road crossings and divisions.	Masonry.
		A.	A.	A.	L. ft.	C.yds	C.yds	L. ft.	C.yds.	L. ft.	B.M.	B. M.	Lbs.	Lbs.	C. yds.	L.ft.	$	C. yds.
1	East Avalon.....	660	51	101	25415	1225000	549167	50830	1525	282200	41370	6450	23790	3670	1016	160	1500	
2	Central Avalon..	300	88	56	.....	1434400	151000	56600	.....	132000	29000	6000	14200	2250	5000	100	5	
3	West Avalon.....																	
4	East Interior....	1049	81	202	8068	1118225	497634	121020	2420	357400	80680	10085	44372	7261	8552	640	2259	
	Incomplete.....	195	15	37	1500	207900	64764	22500	450	63000	15000	1875	8250	1350	1590	400	420	
5	Central Interior	1148	265	88	.....	1170000	88000	44000	6160	190880	44000	4400	22550	3450	8800	790	.....	4000
6	West Interior....	942	57	168	113000	2019000	336500	101000	2350	136840	50000	8000	20000	3100	5000	980	.....	8400
	Totals.....	4562	518	654	365499	7888525	1979853	416550	14517	1324160	254370	39725	147240	22750	30740	3110	4596	12400

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

ESTIMATE PER MILE.

No. of District.	Name of District.	Extremity of total length.	Cost with Masonry.	Cost with Timber.	Length of Districts.
1	East Avalon	14	27,988	25,988	50·83
2	Central Avalon	11	25,217	22,804	37·75
3	West Avalon	6	42,503	40,406	20·00
4	East Interior	22	23,607	20,899	80·68
A	Incomplete	4	23,607	20,899	16·00
5	Central Interior	24	13,198	10,257	87·31
6	West Interior	19	26,862	23,872	67·30
	Main cost per mile	10	23,589	20,937	360·

By use of timber the reduction is $2,652 per mile, or 11·24 per cent. of the whole cost.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

TOTAL ESTIMATE.

No. of District.	Name of District.	Cost with Masonry.	Cost with Timber.	Per centage. Length of district to total length.
		$	$	
1	East Avalon	1,422,223	1,321,070	14
2	Central Avalon	951,942	860,850	11
3	West Avalon	874,562	832,363	6
4	East Central Interior	1,904,612	1,686,121	22
	Incomplete	377,712	334,384	4
5	Central Interior	1,165,515	905,805	24
6	West Interior	1,807,812	1,607,632	19
	Total	8,504,378	7,548,226	100

The use of timber would on the entire line cause a reduction of $956,152, or 11-24 per cent.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

TOTAL QUANTITIES AND ESTIMATES.

Description.	Price.	Masonry.	Timber.
Clearing, acres	.....	4,562	4,562
Close cutting, acres	.....	518	518
Grubbing, acres	.....	654	654
Fencing, lin. feet	.....	365,499	365,499
Earth excavation, c. yards	.....	7,888,525	7,888,525
Rock excavation, c. yards	.....	1,979,853	1,979,853
Under drains, lin. feet	.....	416,550	416,550
1st class masonry, c. yards	.....	36,002	
2nd class masonry, c. yards	.....	80,198	
Paving, c. yards	.....	5,265	
Riprap, c. yards	.....	14,517	14,517
Timber, lin. feet	.....	24,225	1,324,160
Wrought iron, lbs.	.....	.....	147,240
Cast iron, lbs.	.....	.....	22,750
Softwood plank	.....	.....	254,370
Hardwood plank	.....	.....	39,725
Cribwork	.....	.....	30,740
Howe truss, lin. feet	.....	3,110	
Road crossings and divisions			
Totals			

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHNS TO ST. GEORGE'S BAY.

STATEMENT OF BRIDGES OVER 45 FEET SPAN.

Number.	Party.	Name of Stream.	Number of Spans.	Span in feet.
		EAST AVALON.		
1	C.	Manuel's River	1	80
		CENTRAL AVALON.		
2	A.	Hodge Waters	1	50
3	"	Dildo River	1	50
		EASTERN INTERIOR.		
4	C.	Come-by-Chance River	1	50
5	"	Clode Sound River	1	60
6	"	Rich Pond Narrows	1	60
7	"	Terra Nova, south branch	2	100
8	"	Terra Nova River, north branch	1	100
9	"	Gander River	1	100

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

STATEMENT OF BRIDGES—(Continued.)

Number.	Party.	Name of Stream.	Number of Spans.	Span in feet.
		CENTRAL INTERIOR.		
10	B.	Noel Paul's brook, S.[e] Branch	1	60
11	"	Helen's Pond brook	1	60
12	"	Morrison River	1	60
13	"	No Name Brook	1	50
14	"	Noel Paul's brook	1	80
15	"	Victoria River	1	200
16	"	Cook's brook	1	200
		WESTERN INTERIOR.		
17	A.	Red Indian River	1	180
18	"	Otter brook	1	50
19	"	Bottle brook	1	60
20	"	Paddle Lake Narrows	1	60
21	"	Cache brook	1	60
22	"	St. George's river	1	180
23	"	St. George's river, S. Branch	1	60
24	"	Barachoix river	1	160

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S TO ST. GEORGE'S BAY.

Statement of Spans of Bridges.

16	Spans with an opening of	20 feet.
10	"	30
5	"	40
5	"	50
9	"	60
2	"	80
7	"	100
1	"	160
2	"	180
2	"	200
59	Total number of Spans.	

NEWFOUNDLAND RAILWAY SURVEY.

Preliminary Report of Party C. Interior and Avalon Districts. June to December, 1875.

St. John's, December 20th, 1875.

Sandford Fleming, Esq.

Sir,—I beg to lay before you the following detailed report of the summer's work of Party C, on the Newfoundland Railway Survey.

INSTRUCTIONS.

By instructions received from A. L. Light, Esq., the work allotted to Party C was as follows :—To start from the centre of the Isthmus between Trinity and Placentia Bays, find the best practicable route through the North Harbor, Black River and Clode Sound hills, and across the interior to a point on the Gander River, where a junction was to be effected with Party B. Finally, to bring the party back by the best route that might suggest itself, making such further explorations north or south of the line run as might be possible. I was also furnished with a copy of the report of the late Mr. Bellairs, and Mr. Murray's notes on the country traversed by his proposed route.

Through the most difficult portion of the country a good line has been obtained ; but I regret to say that shortness of provisions obliged me to retreat, and leave unfinished about fifteen miles of country to the east of Gander River. The unfortunate concurrence of events all tending to bring about this result, viz., insubordination of men, sickness, and finally the failing to reach me of fresh supplies I sent for, all of which matters I treated at large in my summary reports to A. L. Light, Esq., of September 28th and previously, have no doubt been laid before you, and I shall not now further allude to.

START.

The necessary provisions and camp equipment being procured, and all preparations completed, I left St. John's on the 7th of June with my men, twenty-seven in all, in schooner *Voyager*, for Bay of

NEWFOUNDLAND RAILWAY SURVEY.

Bulls Arm, Trinity Bay, calling at Heart's Content to pick up my staff, who had preceded me that far by another route. At the former place we arrived and disembarked at mid-day on the 10th of June, having been becalmed, and had to man the boats and tow the schooner no inconsiderable portion of the way. Here tents were at once pitched on the beach, and all hands employed in arranging loads and making preparations for packing. Whilst exploring, and gaining a knowledge of the general geographical features of the country in the neighborhood, a traverse and levels were run on the old telegraph line, between the head of Bay of Bulls Arm, Trinity Bay, and the mouth of the Come-by-Chance river, Placentia Bay, thus connecting the surveyed line with well defined points on Mr. Murray's map of Newfoundland on both bays. The datum of levels through this section of the survey is H. W. M., Trinity Bay, and the height of land on the Isthmus is two hundred and fifty feet, being considerably higher than anticipated.

COME-BY-CHANCE.

By my instructions, a certain elevation being necessary at the starting point to meet the requirements of the section running south-east, I chose a point at an elevation of one hundred and sixteen feet as suitable to both. Had no such requirements been necessary to the south-east, I should have preferred starting at but little above the elevation of the Come-by-Chance River, as giving an easier section and improved grades.

The Come-by-Chance River averages about fifty feet in width, has but little water in the dry season, and rises considerably during spring freshets. About nine miles above its mouth it flows out of a lake of the same name, from three hundred to six hundred feet wide and about a mile long. The valley is narrow and the hills rise abruptly on both sides, though there is generally sufficient flat land on the bank of the stream for construction purposes.

Having to start the surveyed line at a comparatively high level, I followed, where possible, the watershed of Trinity and Placentia Bays, in order to avoid the steep slopes of the hills, till obliged to descend and cross the river at the narrows and rapids below the lake. This crossing offers a favourable bridge site with rock foundations, and would require a span of not over fifty feet. Rising gently, the line then skirts Lake Come-by-Chance, till, rounding off to the westward, at the foot of the

NEWFOUNDLAND RAILWAY SURVEY.

northern slope of the Powder Horn Hills, the watershed of the Come-by-Chance and North Harbor rivers is reached at station five hundred, and reduced level two hundred and thirty feet.

POWDER HORN HILLS.

The Powder Horn Hills are an isolated chain, consisting of three peaks, and attain an elevation of nearly one thousand feet. Their slopes are in many parts well wooded with birch, spruce and larch. From their summits a fine view of the surrounding country is obtained, wild and picturesque in the extreme, rugged and hummocky, abounding in rocky peaks, lakes, woods and marshes; but especially rough that portion to the west lying between the Powder Horns and the North Harbor and Black River hills.

MR. BELLAIR'S LINE.

So far the line recommended by the late Mr. Bellairs was followed; beyond, after a more detailed examination of the ground than had been possible to him, I found a considerable lengthening of the line through a difficult and very broken country would attend a passage through the hill ranges by any of the more southern passes.

The double descent to the North Harbor and Black Rivers, with the ascent to pass over the hills of the same names, would necessarily imply increased length to obtain suitable grades, much in excess of the northern route, where the Black River and Piper's Hole hills, both complex in their structure to the south, are merged in one, and their passage effected with a minimum of both grades and section.

NORTH HARBOR HILLS.

The passage of North Harbor range presents the greatest engineering difficulties of any portion of the line surveyed by Party C, and the elevation attained in doing so is seven hundred and thirty-five feet, and in excess of the summit levels by the Southern passes. The watershed of North Harbor and Random Sound being however gained by an easy ascent, the rise is relatively less than would be required to attain the summit of the southern passes from the much lower level of the North Harbor River. For these reasons I continued a northerly course,

NEWFOUNDLAND RAILWAY SURVEY.

ascending the North Harbor Valley till the watershed of Random Sound was reached at station seven hundred and forty and reduced level four hundred and thirty, and not more than four miles from the head of the south-west arm, Trinity Bay. Here commences the ascent proper of the North Harbor hills, the summit being reached by my first line, with grades chiefly of one per hundred and an easy section, at station one thousand and fifty and reduced level seven hundred and ninety-five. At the summit a heavy cutting is necessary and the descending grades exceed one per hundred in places, shewing at the same time heavy work, unfavorable for both construction and working, being on sidehill ground, much exposed to snow drifts as well as to the predominating winter winds. Being dissatisfied with this portion, and having more fully explored a lower pass to the north, which I had at first considered impracticable to reach, I took up the line again from the summit of this latter pass, at a reduced level of seven hundred and thirty-five feet, and ran back with grades of one-twenty per hundred to station eight hundred and ninety-four, shortening the distance to a common point by about four miles and passing by a less exposed route. The angle made at its junction by the alternative with the first line being too small to allow of proper curvature, some distance would be lost in locating, but by employing grades of one-twenty per hundred from near the Random watershed, this pass can be reached without difficulty and a great saving in length effected.

A third line with grades not exceeding one per hundred could perhaps be found by mounting and crossing the Random watershed at station 740, till a sloping platteau of barrens is reached, crossed diagonally, and line No. 2 joined about one mile from the top of the pass. At least two sharp curves would be required on this line, which I did not deem it advisable to delay and make an instrumental survey of; my provisions at the time being well ahead.

DESCRIPTION OF COUNTRY.

The country so far passed through presented generally but little attraction for agriculture or lumbering. In the valley of the Come-by-Chance river and on the slopes before mentioned of the Powder Horn hills, are some fair tracts of land and some good timber, though not of very large size. The general features are marshes and rocky knolls, thickly grown over with dwarf spruce, knotted, gnarled and trailing, throwing their roots into the interst.ces of the rocks and around the

NEWFOUNDLAND RAILWAY SURVEY.

multitude of granite boulders with which the surface is nearly everywhere covered. Of soil there is little or none except in the river bottoms, even the peat rising for the most part on the solid rock without any intermediate formation. The bed rocks are granite, gneiss, trap, basalt, and a small quantity of slate, the latter chiefly in a belt four miles wide in the Come-by-Chance River.

BLACK RIVER VALLEY AND CLODE SOUND HILLS.

Descending from the North Harbor Hills with easy grades, the Black River Lake is reached and rounded to the north station one thousand two hundred and eighty and reduced level five hundred and ninety-three; then passing between this lake and the Upper Black River or Tit Lake, and skirting the latter to the south, the summit of the Clode Sound Hills is reached with easy grades at station one thousand four hundred and one and reduced level six hundred and thirty-eight feet. The descent to the south-west branch of the Clode Sound River is then made in two-and-a-half miles with a grade of one per hundred, on the side of a spur of the main hills, and through somewhat heavy woods of spruce, larch and birch. Both north and south of this summit pass and north of Black River Lake, the country is especially rugged and precipitous; the peaks to the north rise to a height of twelve hundred feet and form a divide between the waters of Random Sound, Trinity Bay, Clode Sound, Bonavista Bay, and Black River, Placentia Bay. To the south the peaks rise about one thousand feet, and at but a short distance the hills divide and spread themselves out into the North Harbor and Black River ranges. The length of line run to this point is twenty-seven miles by the shorter line, though measuring but eighteen miles on an air line, thus giving an increased length of one third in rounding and passing over the several ranges of hills.

WOODLAND.

The nature of the woods from the summit of the North Harbor Hills to Black River Pond is the same as that previously described; after passing the lake the quality improves, the larch and birch being of larger size and better growth.

CLODE SOUND RIVER.

On reaching the foot of the Western Hill slope, the general character of the country alters, the hills through which the line had

NEWFOUNDLAND RAILWAY SURVEY.

hitherto passed changing to the more uniform rolling marshes and rocky barrens of the interior.

From station one thousand five hundred and eight the crossing of the south-west arm of the Clode Sound River to station one thousand eight hundred, the crossing of the north-west arm of the same river, is the most level portion of the country traversed, presenting a gradual incline, with a fall of but forty feet in six miles, where a reduced level of four hundred and forty-five feet is reached, being chiefly over barrens and marshes, with many small ponds and patches of woods. Bridges of forty and sixty feet spans respectively will be required for the above crossings. The river is a succession of rapids and steadies, these latter often throwing out long backwater arms, extending half a mile to a mile into the marshes, and causing a deviation of the line to avoid them, their bottoms being muddy and soft, and in places of considerable depth.

SCARCITY OF PROVISIONS.

When the work had progressed thus far (the 2nd August), our provisions were much reduced, and I calculated would not suffice beyond the 24th August. To have put the party on rations would, I felt sure, after the manifestations I had already had, have been equivalent to giving the signal for a retrograde movement. Previously I had, beginning with myself and staff, reduced camp equipage and clothing to a minimum, and nothing remained but to push forward with all possible speed, whilst I despatched an Indian to the nearest Post Office and Telegraph station to forward a request to the Government for additional supplies, stating the quantity required, and how they might be forwarded. Under these circumstances, I decided from here forward to run as straight a line as possible, whilst avoiding the many large lakes; crossing the several ridges by the most expeditious routes, going round the larger patches of wood where the chopping would have delayed, and making at the same time such notes as would enable me to modify the actual profile run, and bring it within the conditions of maximum grades indicated by my instructions.

BEAR RIDGE.

On passing station one thousand eight hundred, the Bear Ridge is encountered, its summit being reached at station two thousand and

NEWFOUNDLAND RAILWAY SURVEY.

thirteen, and reduced level seven hundred and fifty-four. This ridge consists of moss barrens and spruce scrub, and forms the divide between the waters of Clode Sound and Pipers Hole rivers. A line with good grades may be obtained by keeping to the south, leaving the surveyed line about station one thousand eight hundred and sixty, and rejoining again about station two thousand two hundred and seventy. Beyond this to station three thousand five hundred, an easy section with light grades was obtained; the only noteworthy features of the country passed over being the many large and innumerable small ponds met with. A fair growth of timber generally exist round the larger sheets of water, especially on their northern shores, and some isolated groves contain fair sized birch. The first of these large ponds, called

RICH POND,

is reached and crossed at Narrows, at station two thousand two hundred and twenty-one, and reduced level six hundred and forty-four; these narrows are about sixty feet wide and six feet deep in the centre, with rock bottom, and offer an excellent bridge site. North and South of the narrows the point extends in a noble stretch of water for five miles or more; the bottom appears to be slate rock, and there are several rocky islets covered with a small growth of timber.

PATRIDGEBERRY HILLS.

At station two thousand six hundred and sixty, the summit of the Patridgeberry Hills is attained at an elevation of seven hundred and sixty-seven feet. These hills also form a divide between the waters of Clode Sound and Piper's Hole rivers; they are composed of granitic rock, and much broken up by lateral ravines. Patches of woods and scrub brush, interspersed with moss barrens, fill the ravines and cover the slopes. To the north of the line these hills rise to a height of one thousand and fifty feet, the summits being of bare rock covered with loose stones and many large-sized boulders, the latter piled in the most fantastic forms. Descending these hills a still more wild and rocky country is entered, thickly covered with wooded hummocks, huge boulders, and lakes of all sizes and shapes, many throwing out arms both long and tortuous. These lakes, not usually of great depth, are too deep to ford and occupied much time in packing round, their being no wood in their vicinity suitable for rafts. Passing many ponds of considerable size, but nameless, the Clode Sound Brook ponds are reached at station three thousand and forty and

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reduced level six hundred and fifty; they consist of a string of irregularly-shaped ponds, varying from a mile to a mile and a half in length, connected by shallows neck or narrows, over which in the dry season little or no water passes; the ponds then acting as natural reservoirs, and only assuming their functions as tributary streams after heavy rains or freshets.

ROCKY POND.

At station three thousand one hundred and sixty-seven and reduced level six hundred and sixty-two, "Rocky Pond," a fine expanse of water some four miles long, is reached. It well merits its name, both by its rugged shores and islands of rock; from the character of the surrounding country it is probably in some parts deep. Continuing through a similar country the north west arm of Clode Sound Brook is reached at station three thousand three hundred and sixty-four and reduced level seven hundred and five, but being so near its source it is of little importance and would require but a small-sized structure.

LAKE MEHLPEGH.

For the next four miles the line skirts the shores of Lake Mehlpegh; a lake, wide-spread, crooked and complicated in its shore line, filled with many islands, and resembling from the adjacent heights rather a cluster of lakes than one expanse of water. The area covered by its numerous arms and isles cannot be less than fifty square miles, perhaps much more. Its shores are rocky and thickly covered with small woods, chiefly dwarf spruce. It empties its waters on the one hand through the Terranova river into Bonavista Bay, on the north east coast, and into Long Harbor, Fortune Bay, on the south.

TERRANOVA RIVER.

At station three thousand seven hundred and sixty, reduced level six hundred and fifty-nine, the south branch of the Terranova river is crossed not far from its outflow from Lake Mehlpegh. This portion of the river is a series of rapids and steadies, and though low, at the time crossed by the survey, still passed a large volume of water, whilst its banks shew signs of a heavy flow of ice and water in spring freshets. A bridge of two spans of one hundred feet each will be required here.

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About a half a mile below the line crossing, the river runs into a lake about four miles long, and from six hundred to eight hundred feet wide; this lake is nearly divided about its centre by a narrow rock, through which I propose the modified line to pass.

Immediately on leaving the river the ground rises rapidly, nearly one hundred feet in twenty-two stations, up a rocky and well wooded slope; it then falls gently to

PORTAGE LAKE

at station three thousand eight hundred and reduced level seven hundred and thirty-five. This lake is about one mile in length and breadth with several wooded islands; on both its north and south shores the slopes of the hills are heavily timbered with birch, spruce and larch. The Indians reached this lake with canoes from the south coast, by way of Salmon River, Fortune Bay, passing through a series of large lakes encircling Mount Sylvester; they sometimes portage across and descend the Terranova river to Bloody Bay, Bonavista Bay, on the east coast.

RIDGES.

Leaving Portage Lake, another rapid rise occurs onto a second Bear ridge station at three thousand eight hundred and seventy, and reduced level eight hundred and sixty. Crossing this ridge, many parts of which rise over one thousand feet, groves of well-grown birch are met with, as also a smaller quantity of spruce and larch, the chief portion of the ground is, however, covered by soft moss barrens, some of considerable depth. Running transversely over this ridge the line descends rapidly to the westward, reaching station four thousand, with a reduced level of seven hundred and sixty-seven. Easier grades and improved line can be obtained by leaving the surveyed line at station three thousand seven hundred and forty, running through the neck before mentioned, and passing by a chain of lakes about a mile to the north, rejoining a about station four thousand. At station four thousand and fifty, and reduced level eight hundred and twenty-one, another small ridge is passed, followed by a rapid descent to station four thousand and eighty, and reduced level seven hundred and thirty. Here again a departure to the north will give a better line. After a half a mile of a somewhat level country the ground again rises, attaining an elevation of eight

NEWFOUNDLAND RAILWAY SURVEY.

hundred and fifteen feet, at station four thousand one hundred and seventy, but falling again to seven hundred and forty-five at station four thousand two hundred. This is succeeded by a rise to eight hundred and twenty-six feet at station four thousand two hundred and thirty-five, the ground then falling to the north branch of the

TERRANOVA RIVER

at station four thousand three hundred and five, and reduced level six hundred and seventy-two. The river where here crossed would require a bridge of one hundred feet span, but on the modified line, which should leave the line surveyed about station four thousand one hundred, keeping to the south and skirting the shore of a large lake, this river would be crossed about two and a half miles to the south, where a span of sixty feet would be sufficient. The river valley contains a narrow belt of timber and some small interval lands of good quality.

MIDDLE RIDGE

commences to rise from the banks of the Terranova river and attains at station four thousand five hundred, the furthest distance and highest point reached, an elevation of nine hundred and ninety-four feet, whilst a mile to the south the ridge rises to eleven hundred feet. In ascending on the modified route, the line will mount diagonally in a north-westerly direction after crossing the Terranova river, and, following one of the lateral ravines, cross the surveyed line and pass over the ridge a little north of station four thousand five hundred, at an elevation of nine hundred and sixty feet; this appearing the most favourable place for crossing.

The character of the country traversed continued to the top of Middle Ridge to be the same as previously, though looking forward towards the Gander river, at an estimated distance of fifteen miles, the country presents an improved aspect, being more uniformly and more heavily wooded than any passed through on the survey. The lakes also appeared fewer in number, but those visible were mostly of large dimensions.

The Middle Ridge, I learnt from the Indians, extends across the island from near Salmon River, Hermitage Bay, to Freshwater Bay, Bonavista Bay, where it rises in the forks of the Gambo river.

NEWFOUNDLAND RAILWAY SURVEY.

DISTANCES.

The distance by the line to the terminal point on Middle Ridge is eighty-five miles, but measuring only sixty-nine miles on an air line.

MIDDLE RIDGE TO GANDER RIVER.

Though not surveyed, I must say a few words descriptive of the country lying between Middle Ridge and the Gander River, the result of observation coupled with information afforded by the Indians. Had the line been continued to the Gander river, on descending the Middle Ridge about one hundred feet, a valley would be crossed to the south of a large lake flowing to the northwest into the Gander River. Next succeed the two Wigwam ridges with their intermediate valley, containing the great Gull Pond and valley of the same name. The second of these wigwam ridges is joined at its northern extremity to the Berry Hills (or Drogue Hills), thus forming a fork from which flows a stream to the south-west, also falling into the Gander River. From the top of the Berry Hills the ground is said to fall all the way to the Gander, a distance of six miles. The line, if continued would have passed to the south of the Wigwam ridges, and, following the stream to the south-west already alluded to, have thus reached the Gander River.

Considering the relative levels of the passage of the Middle Ridge, and that of the Gander River, where established by Party B, together with the apparent nature of the intervening country, it is probable some difficulty might be encountered in reaching the point of junction with Party B with ordinary grades.

RETURN.

On the 6th September provisions being exhausted, except sufficient to take the party to the next depot, the march homeward commenced. On the 7th I gave charge of the party to my first assistant, with instructions to take it back by the line to the Black River Valley, and then descending that valley to meet me at Black River Telegraph station, picking up provisions at the various depots, as well as such superfluons instruments and other things as had been left behind, when every available pound was dispensed with to forward our advance. I also instructed him to take soundings of the marshes and such extra

NEWFOUNDLAND RAILWAY SURVEY.

topographical notes as might be necessary. These instructions were carried out successfully, the party arriving safely at the appointed rendezvous on the 15th September.

MOUNT SYLVESTER.

Leaving the party on the 7th, I proceeded with one of the Indians to explore a belt of country to the south. My course was first directed to Mount Sylvester, an isolated granite hill, rising about one thousand two hundred and seventy-five feet above sea level and six miles south of Portage Lake. From its summit a fine view of the surrounding country is obtained; on all sides it appears rough and irregular, though the ridges and hummocks are on a smaller scale and more frequent than in the country to the north traced by the survey. The immense extent of country covered by water is displayed from this summit, and I should estimate the entire surface of the eastern interior to be one-third water. The peak of this hill is of bare granite polished and slippery, and but of small area, not being over one hundred and twenty feet long by forty wide at the top.

Camping for the night on the lower slopes of Mount Sylvester, a hill indeed only once before visited by the white man (Cormack in 1825), we next day started for Black River, following a general direction for another isolated hill called the "Tolt," and situated about twenty-five mile from Black River. This course led through a country parallel and about twenty miles south of the surveyed line, and in its general characteristics very similar, but even more sterile, rocky and devoid of timber. About ten miles east of the Tolt, the

BLACK HEAD HILL

is reached, and the coast belt of hills entered. A complete change takes place; hill succeeds hill, whilst rocky crags crown their brows. The scenery is bold and beautiful, the soil and timber much improved, the spruce, larch and pine being of useful size, though not usually exceeding fifteen inches in diameter.

LAKES.

Throughout this journey the lakes much impeded the rapidity of travelling, it being constantly necessary to make wide detours to avoid

them; so much so that on a long day's walk we seldom advanced over six miles straight, and sometimes less. Huge boulders everywhere cumbered the ground, and the rocks appeared to be of a granitic nature throughout.

BLACK RIVER.

On the evening of the 14th September I arrived at Black River Station, and at once made arrangements for moving the party to St. John's. A few hours after their arrival, a fishing schooner came from Placentia in response to my telegram. By her we sailed to Great Placentia, and thence reached St. John's by road, arriving there on the 21st September.

RESUME.

In *resumé* of the results of this portion of the survey, I may state :

1st.—The line surveyed from Come-by-Chance to the Clode Sound River passes over ground the best available for location through the hill country, and presents no great difficulty of construction.

2nd.—The line from this point to the Gander River does not recommend itself as suitable for a location, for though a good profile with favorable grades can be obtained, the character of the rock, the deficiency of soil, and the scarcity of timber, offer no facilities of construction or advantages for settlement.

3rd.—From a distant view of the country north, and from the accounts given by my Indians, it would appear that it is well timbered and the soil good. The general direction of the ridges appear also to lay more favourably, and it would seem probable that by a northerly deviation, after passing the Clode Sound Hills, an advantageous and even shorter line may be obtained, being less subject to contouring the ridges than on the air line.

SNOWFALL.

Before leaving this portion of my report, I will add a few general remarks relating thereto.

NEWFOUNDLAND RAILWAY SURVEY.

From information received from the Indians, the only source of knowledge regarding the interior country, coupled in some cases by observation, I have reason to believe that the snowfall in the interior is not excessive, probably less than that of Quebec, and some portions of New Brunswick. Strong winds are said to be prevalent in winter, which renders the high ground almost devoid of snow, while all obstacles forming a barrier to the drifting masses speedily become buried. In many instances I found the tops of the trees broken or peeled of their bark by snow, at heights of from eight to thirty feet from the ground. The woods being generally small and in isolated patches, afford but little shelter, and in some cases only serve as the nucleus of a gigantic mound of drift. Several groves were pointed out to me, which gave fair camping ground in summer, but in winter are completely filled, and in some cases covered with snow. For these reasons light woods should in all cases be avoided in locating a line in these parts; where it is necessary to pass such woods, advantage might be taken of the numerous lakes, for the most part shallow, and where embankments raised but little above the water line would prevent all possibility of accummulation of drift. By crossing these lakes culverts only of small size would be required; the brooks both above and below them are subject to a large increase of volume during freshets, whilst the surface only of the lakes is affected, the flow being imperceptible.

WEATHER.

The weather during the summer was favourable, and I have attached a comparative meteorological statement of observations taken by myself in the interior, and those made in St. John's during the same period. It will appear from this that no great climatic difference exists.

Fogs, after leaving the coast belt of hills, were less frequent and lost much of their intensity. The almost total absence of thunder is remarkable, and said not to be peculiar to the present season. The continued winds served much to moderate the temperature and were an inestimable boon in decreasing the torment of flies.

FIRES.

Fires in the woods were prevalent near the coast this summer. Considering the facility with which the dry moss ignites, we were

fortunate, even with all the precautions taken to escape them, especially so as any large conflagration would have imperilled our depots of provisions, and formed a serious difficulty.

DISCONTENT.

Shortly after starting the survey, a spirit of discontent manifested itself amongst the men ; packing, a species of work quite new to them, they disliked, finding the work expected of them much harder than they anticipated. One of the Indians also fostered their fears of the unknown interior, by stories of the dangers and difficulties there existing. To allay as far as possible this feeling, I decided to leave depots of provisions at suitable distances on our tract, thus insuring a safe retreat.

PACKING.

In the packing forward of provisions for so long a period without relays, consisted the great difficulty of the survey, and for a considerable period all hands had to be employed packing and the line work stopped two or three days per week. Long before our return the hard and constant work told visibly on the men, and many shewed signs of being unable to endure the fatigue much longer, notwithstanding that loads and distances travelled had been much reduced.

INVALIDS.

Two or three men were constantly on the sick list, and the more serious cases had to be sent out to the nearest coast settlement, entailing not only the loss of the services, but also those of guides to accompany and help them out.

PRIVATIONS.

Privations and hardships unavoidable in such work, but in the present case far less than might have been anticipated, joined with the other feelings alluded to, on more than one occasion seemed on the point of culminating in open mutiny, and a refusal to proceed farther. This was throughout a cause of great anxiety, and only combatted by some firmness and a large amount of patient forbearance.

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REORGANIZE.

Immediately on my return to St. John's, I commenced reorganising and making the necessary preparations for continuing the survey, according to instructions, in the district of Avalon, starting from St. John's.

Tents and other equipment, though considerably the worse for a rough summer's campaign, were again brought into use, and every attention paid to economy, only such articles being renewed as were totally unfit for use.

COMMENCE WORK IN AVALON.

On the 29th, after consulting with Alexander Murray, Esq., I recommenced field work, beginning at Riverhead, Saint John's. On account of the lateness of the season and the desire to complete, without fail, the survey through the Avalon district before winter set in, it was not thought desirable to spend time in determining the best terminal location in the immediate neighborhood of St. John's.

TERMINAL LINES.

Three distinct alignments are, I believe, practicable at this terminus, on which grades of one per hundred need not be exceeded. They are,—

1st.—To start from Long Bridge, Riverhead, at high water mark, to follow the north branch of the brook on the north side, till the rise of the stream becomes two rapid, then to cross the brook and run round the point of land between the two branches, following the south branch till the height of land is reached, and a junction made with the present surveyed line.

2nd.—To start from a point on the north side of the brook, sufficiently elevated to enable the height of land to be reached by the most direct line, and with moderate grades. This would be the line proposed by the late Mr. Bellairs.

3rd.—To start from high water mark at or near Galway wharf, on the north side of the harbor, and east end of the town; to run through

NEWFOUNDLAND RAILWAY SURVEY.

a low neck of land into the Quidividi Valley, thence behind and to the north of the town, and finally joining the line surveyed at or beyond the height of land.

Leaving these various allignments open for future consideration, I started the present survey from the Long Bridge, Riverhead; high water mark at that point being the datum for the levels. Following the south-side of the brook, this side being chosen to avoid running through the more valuable property, in dwellings and gardens situate on the north, and also following the south branch above its forks, the

HEIGHT OF LAND

is reached in six and a half miles, at an elevation of five hundred feet. On this the most direct route grades of one-tenth to one-seventieth are required. The country is chiefly farming lands as far as the sixth mile, where the limit of settlement in this direction is reached.

MANUEL'S BROOK.

From the height of land to Manuel's Brook, at station seven hundred and fifty and reduced level five hundred and twenty-five, a good section and grades were obtained, followed by one and a half miles of grades of one-twenty per hundred, but this might be reduced by keeping the line more to the north.

WATERSHEDS.

At station one thousand one hundred and thirty-eight a watershed is crossed at an elevation of seven hundred and sixty-three feet, and shortly after, at station on thousand two hundred and five, the watershed of Conception and Witless Bays is reached, at reduced level seven hundred and twenty-five, both grades and profiles being favorable.

NEWFOUNDLAND RAILWAY SURVEY.

At station one thousand three hundred and forty another summit is passed, at a height of eight hundred and sixteen feet, being the highest point traversed in this section of the country. Here the country assumes a more rugged aspect as the Hawk Hills are approached and rounded, and the watershed of the Holyrood waters reached.

HAWK HILLS.

The Hawk Hills are an isolated range running in a north-easterly direction, about six miles long and one hundred feet high, with peaks running up to one thousand one hundred feet.

The country in this neighbourhood is difficult, and several routes appear to be available, the special merits of each of which can only be determined by actual instrumental survey. The route selected on the present survey, being the shortest practicable, descends rapidly on the western slope of the Hawk Hill, chiefly on steep side hill ground, with a grade of sixty feet per mile, and two and half per miles long, it being necessary to make a complete sweep with the line, where a cross range occurs, and thus gain the natural slope of the country.

BIG RIVER.

At station one thousand nine hundred and seventy, and reduced level three hundred and seventy, the Big River, Holyrood, is crossed, a descent of three hundred feet being made in about four and a half miles. The level of the river being reached the most difficult portion of the country is passed, the chief obstacles beyond consisting in the numerous and deep ponds, many of large size. The profile, heavy in places, can be reduced by a judicious location, but only at cost to its length.

POST ROAD.

At station two thousand two hundred and twenty, and reduced level four hundred and twenty, the Salmonier and Holyrood road is

NEWFOUNDLAND RAILWAY SURVEY.

crossed, near the eighth mile post from the latter place. From this crossing to the

JUNCTION

with Party A, at station two thousand six hundred and sixty-six and reduced level four hundred and ninety, the numerous ridges run at nearly right angles to the line, and with the lakes lying between them give a somewhat heavy profile, though favorable for construction, the hauls being in all cases short. On this part the traverse profile shews two tunnels, one of six hundred the other of two thousand feet in length, both of which can be avoided by a detour to the north.

ROCKS.

The character of rock in this section of the country is chiefly slate, but granite crops up in several places. A loamy gravel is plentiful south of Holyrood, and westward to the junction with party A.

SOIL.

A fair quality of soil exists throughout, except in the vicinity and eastward of Cochrane's Pond, and again near the Witless Bay line, where marshes and rocky hills extend for about eight miles. On Manuel's Brook there is fine interval land, consisting of a rich dark soil and covered with a luxuriant growth of weeds and grasses.

TIMBER.

Good timber grows to the west of Cochrane's Pond for about ten miles. After passing the Hawk Hills the growth again improves, and is best west of the Salmonier Road. The woods are composed of spruce, larch, white and yellow birch.

PONDS.

The numerous ponds in the majority of cases admit of draining either partially or totally. No expensive bridge structures would be

NEWFOUNDLAND RAILWAY SURVEY.

necessary on this section, one span of sixty feet over Manuel's Brook being the largest. The Big River and Colinette River being crossed near their sources, only smaller structures would be required.

WEATHER.

The months of October and November proved this year most unfavorable for work. Heavy gales of wind and rain continued with but slight intermission till replaced by sleet and snow. Fogs were constant and thick, much interfering with exploring. Fortunately severe frost set in late in November, closing the ponds, and greatly facilitating the work, and enabling soundings to be taken in the different lakes and a knowledge of their depths and the nature of the bottom gained.

FINISH.

Before a junction with Party A was made, the snow was from eighteen inches two feet deep, and travelling very laborious. The last stake was driven on the 4th December, when I at once returned to St. John's with the party.

STAFF.

In conclusion, I cannot speak too highly of my assistants, Messrs. Cadman and Mitchell, who at all times exerted themselves to forward the work, and aided me to their utmost to allay the discontent among the men during the summer, and who carried on their instrumental work in the Avalon district under very disagreeable climatic disadvantages.

ACKNOWLEDGMENTS.

I must also express how much I am indebted to Alexander Murray, Esq., for his kindness and untiring energy in assisting the survey in many ways, and in imparting a knowledge of the geography of the country which he had himself gained in the course of his arduous and laborious explorations.

To John Delaney, Esq., Postmaster General, I am indebted for copies of the excellent meteorological notes which he keeps in St.

NEWFOUNDLAND RAILWAY SURVEY.

John's, and copies of which I attach, for the years 1872-3-4 and 5, as they may be useful for reference and comparison.

To all the members of the Government and officers with whom I was brought in official contact, my best thanks are due for their courtesy and assistance.

I remain Sir,

Your obedient servant,

FRANCIS J. LYNCH.

SANDFORD FLEMING, ESQ.,
Chief Engineer.

COMPARATIVE METEOROLOGICAL STATEMENT OF OBSERVATIONS

MADE BY PARTY C (TRINITY BAY TO GANDER RIVER) OF THE NEWFOUNDLAND RAILWAY SURVEY.

WITH ST. JOHN'S REGISTER, 1875.

	JUNE.		JULY.		AUGUST.		SEPTEMBER.	
	Railway Survey.	St. John's Register.	Railway Survey.	St. John's Register.	Railway Survey.	St. John's Register.	Railway Survey.	St. John's Register.
	Degrees.	Degrees.	Degrees.	Degrees.	Degrees.	Degrees.	Degrees.	Degrees.
Mean temperature	56·	52·6	63·1	56·	62·2	58·6	56·	49·7
Maximum temperature	72·	79·	81·	78·5	86·	80·	68·	73·
Minimum temperature	43·	23·	46·	39·	44·	38·5	38·	34·
Mean maximum temperature	61·	64·	70·8	65·1	68·9	67·7	61·	59·1
Mean minimum temperature	51·4	41·3	55·4	46·9	55·6	49·6	51·	40·3
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Mean barometer (Barometer reduced to sea level.)	29·79	30·14	29·78	30·00	29·84	30·16	29·69	29·89
Maximum barometer (Barometer reduced to sea level.)	30·55	30·52	30·19	30·49	30·17	30·36	29·94	30·41
Minimum barometer (Barometer reduced to sea level.)	29·38	29·77	29·33	29·71	29·46	29·76	29·30	29·50
Maximum daily range (Barometer reduced to sea level.)	0·92	0·41	0·22	0·21	0·30	0·32	0·20	0·39
Prevalent winds	S.	.....	S.	.....	N.E & S.W	N. & S.	S. W.	S. & W.
Number of days of rain	8	.....	12	.....	10	11	8	8
Number of days of fog	10	8	10	12	5	7	1	4
Rainfall	.....	2·56	.....	3·05	.....	3·06	.....	3·56

NOTE.—The observations by Party C were only partial in June and September, excluding the first part of the former month, and the last part of the latter.—F. J. L.

METEOROLOGICAL REGISTER.

ST. JOHN'S, NEWFOUNDLAND, 1872.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.
Mean temperature	25·4	24·5	28·	35·5	46·8	51·8	59·6	58·5	56·8	49·9	37·	34·6
Maximum temperature	44·5	38·	45·	50·5	70·	78·	79·	78·	76·	67·	61·	50.
Minimum temperature	3·5	3·	4·	22·5	24·5	37·	40·5	42·	36·	29·5	19·5	10·5
Mean maximum temperature	32·2	39·2	32 8	40·7	49·6	59·	68·6	66·4	63·7	54·8	42·7	34·6
Mean minimum temperature	18·9	18·5	19·5	30·4	34·5	42.8	50·6	50·6	48·8	.....	31·2	22·3
	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches
Mean barometer	29·752	29·642	29·651	29 810	30·046	30·038	29 870	30·010	30·017	30·039	29·890	29·769
Maximum barometer	30·556	30·397	30·288	30·250	30·456	30·552	30·199	80·376	30·388	30·477	30·325	30·240
Minimum barometer	28·934	28·840	27·901	28·883	29·630	29·562	29·614	29·472	29·375	29·437	29·362	28·726
Maximum daily range	0·690	0·822	1·804	0·483	0·487	0·345	0·300	0·450	0·886	0·485	0·650	1·360
Number of days of snow	6·	9·	18·	7·	2.	.....	.....	.....	.....	.....	.....	10.
Number of days of rain	8·	3·	4·	6·	11·	7·	9·	5·	9·	11·	9·	5·
Number of days of fog	.....	14·	10·	14·	13·	9·	6·	3·	6·	13·	8·	12·
Snow in inches	7·	26·2	70·5	9·5	3·	.....	.....	.....	.....	.....	4·	44·75
Rain and melted snow	4·29	7·72	10·40	5·87	8·61	5·05	6·17	4·86	4·24	9·65	5·16	7·20
Prevailing winds	S. & S.W	S. S. W.	N. N. E.	N.E&E.	S.&N.W	E.	S.W&W	SE&SW	W.S. W.	S.&S.E.	E &S.W	N.W.

METEOROLOGICAL REGISTER.

ST. JOHN'S, NEWFOUNDLAND, 1873.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.
Mean temperature	23·5	22·7	29.9	34·3	42·1	50·4	60·3	60·3	54·1	43·1	39·3	25·2
Maximum temperature	47·5	39·	46·	51·	68·	81·	80·	80·5	74·5	70·	68·	54·
Minimum temperature	-1·	-7·	16·	24·	26	33·	41·	41·	30·	29·4	14·	6·5
Mean maximum	30.9	27·5	35·6	38·6	49·9	59·	68·7	68·4	60·6	54·5	44·7	32·4
Mean minimum	15·7	17·9	24·3	30·	34·2	41·3	52·	52·3	47·7	41·8	33·9	18·2
	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches
Mean barometer	29·576	29·779	29.695	29·829	29·882	29·927	29·624	29·736	30·104	30·348	29·815	29·987
Maximum barometer	30·555	30·327	30·219	30·333	30·205	30·327	30·325	30·370	30·457	30·712	30·461	30·510
Minimum barometer	28·911	29·126	29·027	29·227	29·468	29·101	29·421	29·608	29·657	29·984	29·784	29·187
Maximum daily range	0·954	0·533	0·397	0·439	0·308	0·347	0·382	0·210	0·373	0·291	0·733	0·751
Prevailing winds	N.W.	N. E.	S. W.	S. E.	N.E & E	N. E.	S.&S.W	S. S. E.	S.&S.W	S. S. W.	S. &S.E	W. N. W
Number of days of snow	8	15	7	9	3	.....	.....	.....	.....	.....	5	11
Number of days of rain	6	5	8	7	6	8	8	7	8	9	9	4
Number of days of fog	10	12	11	12	13	10	7	8	9	13	10	8
Snow in inches	24·07	62·75	16·25	11·50	4·02	.....	.....	.....	.....	.....	15	65·25
Rain and melted snow	4·51	8·70	4·60	2·86	2·57	2·05	3·79	2·16	2·51	2·92	8·14	8·75

METEOROLOGICAL REGISTER.

ST. JOHN'S, NEWFOUNDLAND, 1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.
Mean temperature	28·	22·6	26·8	29·2	36·0	42·2	59·8	60·	55·8	49·8	36·2	29·5
Maximum temperature	41·	49·	46·	49·5	74·	71·	88·	79·	75·	75·5	66·	57·5
Minimum temperature	5·	-7·	-14·	5·	26·	28·	40·	43·	34·	31·	19·	3·
Mean maximum temperature	35·2	31·5	32 8	35·7	39·	51·8	69·4	68·	60·5	55·4	40·6	37·
Mean minimum temperature	20·9	13·9	21·	22·	33·	38·7	50·3	52·3	47·2	42·3	31·9	22·1
	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches
Mean barometer	30·107	29·833	29·880	29·927	29.681	29·994	30·110	30·131	30·184	30·025	30·001	29·896
Maximum barometer	30·705	30·353	30·590	30·308	30·413	30·563	30·416	30·470	30·778	30·256	30·497	30·527
Minimum barometer	29·464	28·967	29·228	29·323	29·210	29·146	29·670	29·811	29·588	29·621	29·165	28·631
Maximum daily range	0·468	0·744	0·466	0·572	0·459	0·357	0·452	0·188	0·424	0·398	0·480	0·532
Number of days of snow	7	9	4	10	5	1	.....	.....	.....	.....	6·	9.
Number of days of rain	9	5	5	3	9	13	5	14	11	12·	12·	13·
Number of days of fog	9	7	10	5	13	14	11	8	12	9·	6·	8·
Snow in inches	18	33·5	13·5	30·25	14·00	1·50	.....	.....	.....	.....	16·	26·
Rain and melted snow	3·53	3·60	4·13	2·70	5·20	5·51	4·44	9·16	3·55	2·13	8·39	6·58
Prevailing winds	S.	N. W.	S. W.	N. W.	S. E.	S. E.	S. W.	S & S W.	S.	S. & S. W.	N. E.	N. W.

METEOROLOGICAL REGISTER.

ST. JOHN'S, NEWFOUNDLAND, 1875.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.	Degs.
Mean temperature	21·9	17·1	18·1	30·2	36·4	52·6	56·	58·6	49·7	46·1	26·	17·75
Maximum temperature	33·	46·	43·	48·	67·	79·	78·5	80·	73·	68·	43·1	38·
Minimum temperature	0·	-16·	-7·	8·	19·	23·	39·	38·5	34·	27·	9·	-2·5
Mean maximum temperature	23·2	26·3	26·	39·	47·2	64·	65·1	67·7	59·1	54·2	35·2	29·4
Mean minimum temperature	10·6	8·	10·3	21·5	30·6	41·3	46·9	49·6	40·3	38·	25·8	16·9
	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches	Inches
Mean barometer	29·739	29·834	29.923	30·207	29·963	30·141	30·006	30·160	29·890	29·955	29·737	29·700
Maximum barometer	30·310	30·531	30·477	30·430	30·423	30·516	30·490	30·365	30·416	30·690	30·301	30·673
Minimum barometer	28·778	29·415	29·381	29·103	29·573	29·773	29·716	29·767	29·500	29·196	28·998	28·671
Maximum daily range	0·729	1·112	0·740	0·389	0·420	0·410	0·210	0·320	0·390			
Number of days of snow	21	14	6	.....	.....	.....	.....	.....	.....	.....	14	16
Number of days of rain	.....	.....	.....	.....	.....	.....	.....	11	8	9	4	4
Number of days of fog	4	4	.....	6	6	8	12	7	4	7	2	
Snow in inches	68·25	18·25	23	11	.....	.....	.....	.....	.....	.....	.....	13·8
Rain in inches	.....	.....	0·90	1·49	.....	2·56	3·05	3·06	3·56	6·14	.....	2·61
Rain and melted snow	.....	.....	.....	.....	4·67	.....	.....	.....	.....	.....	3·48	4·50
Prevailing winds	.....	.....	.....	.....	.....	.....	.....	S. & N.	S. & W.	S. E		

NEWFOUNDLAND RAILWAY SURVEY.

Final Report of Party C. Eastern Interior and Eastern Avalon Districts. Engineer-in-Charge, Francis J. Lynch, Civil Engineer.

OTTAWA, March 25th, 1876.

SANDFORD FLEMING, ESQ. :—

SIR,—The plans or profiles of those portions of the Newfoundland Railway Survey under my charge being now completed, I beg to lay before you my final report, together with the tabulated statements of grades, quantities and estimates attached.

An approximate location has been laid down on the plans, deviating from the original line of the traverse where required for the improvement of the profile, or necessitated by the laying off of the curves. From this approximate location and the traverse, an approximate and modified profile has been plotted, shewing the probable sectioned to be obtained in locating a line, following as near as practicable the survey of the past summer.

The two portions of the survey on which my party were engaged, viz., in the Eastern Interior and East Avalon, being entirely distinct in their geographical situations as also in the general character of the country, I have treated separately throughout.

Taking these portions in the actual order of the survey, I will state in a few words the results arrived at by a careful examination of the plans and calculations regarding quantities.

EASTERN INTERIOR.

This portion of the survey extends from the Bay of Bulls Arm, Trinity Bay, to Middle Ridge in the interior, about fifteen miles east of the Gander River, in latitude North 48° 21' 56", and longitude West 55° 14' 48".

NEWFOUNDLAND RAILWAY SURVEY.

DISTANCES.

The distance between these points is on an air line 68·75 miles, but the actual line run is 85·22 miles, or a lengthening of 16·47 miles. The length of the approximate location is 80·68 miles, being a shortening of 4·54 miles on the line surveyed.

The lengthening of the approximate location over the air line, amounting to nearly twelve miles, is principally caused by the deviation to the north and the sinuosities found necessary in crossing the hill country lying between the Come-by-Chance and the Clode Sound Rivers.

GRADES.

In no case has a grade of one-twenty per hundred feet, or 63·36 feet per mile, been exceeded; but it has been found necessary to use it freely, the total length of such grade amounting in the aggregate to nearly twenty-eight per cent. of the whole distance. The longest unbroken grade of this sort is used in mounting the North Harbor Hills, where a continuous length of nearly five miles exists. On the other hand a level grade extends over thirty-eight per cent. of this divison of the work, whilst a further considerable portion of the grades do not exceed twenty-six feet to the mile.

CURVES.

The maximum curve adopted for this division is four degrees or a radius of one thousand four hundred and thirty feet. The nature of the ground, especially on the hills, has required a constant recourse to this curve, and it has also been employed in the avoidance of lakes and other obstructions in the interior. The proportion of straight to curved portions, on the total distance, is nearly as two to one, or sixty-eight per cent. of the whole.

EARTHWORKS.

In arriving at the estimated quantities of earth and rock, a formation width has been taken of seventeen feet for fills and twenty-two feet for cuttings. After taking out the quantities of average miles of

NEWFOUNDLAND RAILWAY SURVEY.

section in various parts, I have divided the whole distance into light and heavy work in their due proportions, which I found in this case to be nearly equal. The light work averages sixteen thousand cubic yards to the mile, whilst the heavier is over twenty-four thousand cubic yards, giving a mean in the district of twenty thousand cubic yards per mile in the proportion ot two-thirds earth and one-third rock. These quantities will, I believe, be found a fairly correct average of a located line, for should it be thought desirable to raise the grades and reduce the quantity in rock cuttings, yet the fills being largely increased would compensate, and the actual cost per mile would not materially vary.

MASONRY.

The bridging is light, owing chiefly to the fact that for a considerable distance the line follows the height of land. The culverts though numerous in the hill country are mostly of small size. The total number of structures is two-hundred and eighty-four, of which seven only are bridges of over thirty feet span. I have prepared two statements of structures, one with masonry bridges and culverts, the other with trestle culverts and cribwork abutments and piers to the bridges. In the masonry statement I have for economy excluded all arch culverts, using corbelled box culverts of various dimensions, up to six by six feet. Beam bridges have all been considered first class work. These conditions give total quantities, as follows:

First class masonry, seven thousand eight hundred cubic yards.

Second class masonry, nineteen thousand eight hundred and twenty-seven cubic yards; and paving seven hundred and sixty-nine cubic yards.

TIMBER.

In the statement of quantities in timber structures I have followed the drawings of trestle work culverts used on the Canadian Pacific Railway, all the larger structures having their abutments and piers of cribwork and stone filling.

For the superstructure of bridges the Howe truss has in all cases been supposed to be used.

NEWFOUNDLAND RAILWAY SURVEY.

QUANTITIES.

Schedules of approximate quantities for the whole distance are attached, with both masonry and timber structures.

ESTIMATE.

The final tables in connection with the interior section are estimates of cost per mile, with both masonry and timber structures. In the schedule of prices, which may at first sight appear high, I have taken into due consideration the nature of the earth and rock, and the difficulty of obtaining suitable timber in immediate proximity to the line of road, as well as many other difficulties attending the execution of work in an unsettled country. The total cost per mile I find to be, with

Masonry structures, per mile.....	$23,607
Timber structures, per mile.....	20,899

being a saving of two thousand seven hundred and eight dollars in favor of timber. That the saving is not larger is to be attributed to the satisfactory foundations which exist for masonry, as also the absence of any very high embankments whereby the quantity of masonry would be largely increased.

AVALON.

The surveyed line here starts from the south end of the Long Bridge, Riverhead, St. John's, and follows the river of that name to the height of land; thence, following for the most part the watershed of the country, the Salmonier and Holyrood road is crossed at eight miles from the latter place, and a junction made with Party A at station 2660-66, at a distance of 50·39 miles by the traverse.

DISTANCE.

On the approximate location this distance is increased to 50·83 miles, whilst on an air line it measures but 33·73 miles. This great lengthening, as will be clearly seen by a reference to the map, is principally caused by the necessary detour in rounding the head of Con-

NEWFOUNDLAND RAILWAY SURVEY.

ception Bay, and keeping inside the rugged belt of country which characterises the shores of this Bay, and which is developed to a greater or less extent all round the Island.

GRADES.

In mounting the Riverhead Valley a grade of one-sixty per one hundred or 84·45 feet to the mile was found necessary, but this may be reduced, as mentioned in my report of December last, when the precise position of the St. John's terminus shall be decided on.

With the above exception the maximum grade is one-twenty per one hundred. Grades of one per one hundred and upwards from fifty per cent. of the whole in this district; but the longest unbroken grade, with the exception of that of the Riverhead Valley, is two and a quarter miles on the western descent of the Hawk Hills.

CURVES.

At the foot of this descent, a curve of six degrees or nine hundred and fifty-five feet radius is necessary, and extends round an arc of over 200°. Such an extreme curvature is objectionable, especially situated as it is on a grade of one twenty per one hundred; it is however unavoidable on the present alignment.

Attention was called to this part of the survey in my December Report, and I have marked on the plan an alignment which might not improbably prove superior in both grades and curves.

In this portion of Avalon the straights represent fifty-nine per cent of the whole, the curvature being increased eight per cent. over that obtaining in the East Central District.

QUANTITIES.

The average quanties per mile are :—

Earth, twenty-four thousand and ninety-eight cubic yards, and rock ten thousand eight hundred and four cubic yards,—largely in

NEWFOUNDLAND RAILWAY SURVEY.

excess of the average in the East Central District. The very broken nature of a large portion of this country, and the general direction of the line crossing the drainage of the country, is the chief cause of the high average quantities. The excavation being more favorable for working then the interior, these increased quantities do not cause the large increase in expenditure which might be at first inferred from a casual inspection of the relative quantities.

MASONRY.

The total number of masonry structures in this district is one hundred and thirty-eight, comprising two trestlework fills of one hundred and twenty and five hundred feet in length, respectively, one bridge of eighty feet span, and four smaller ones. The aggregate number of cubic yards in bridges and culverts is:

First class masonry, cubic yards	1,800
Second class masonry, cubic yards	15,000
Paving, cubic yards	350

TIMBER STRUCTURES.

With timber instead of masonry, two hundred and eighty two thousand two hundred lineal feet of square timber would be required with proportionate quantities of wrought and cast iron, particulars of which appear in the tabulated statement of timber attached.

Attached are schedules of total quantities, as also estimates of the cost per mile of road with masonry and with timber structures. The prices are considerably decreased for some items under those in the estimate of the interior district. This is caused by the greater facility of approach throughout Avalon, where the line can be tapped by roads or paths at various points, and the distance from the sea, where heavier materials could be landed, is never over a few miles.

The absence, with some exception, of granitic rocks, and the facility for procuring a certain proportion of the timber on the ground, all tend in the same direction.

NEWFOUNDLAND RAILWAY SURVEY.

COST PER MILE.

The cost per mile is thus found to be :—

With masonry structures, twenty-seven thousand nine hundred and eighty dollars.

With timber structures, twenty-five thousand nine hundred and eighty-eight dollars, or a saving of one thousand nine hundred and ninety-two dollars in favor of timber.

The economy effected by the use of timber is here again but small, the conditions being less favorable to its use than are often found.

CULVERTS.

The heaviest of the trestle culverts occur in crossing lakes, where the depth of fill is considerable and the quantities of timber required correspondingly large. Culverts for the same places I have supposed to be built in the solid ground, on the margin of the lakes, where the height of embankment is much less, and where culverts of small size will serve all the requirements of the case, viz., that of keeping the waters of the lake on the two sides of the embankment in equilibrium. The greatest economy will probably be found, on construction, in the use of timber or masonry in each particular locality, according to the nature of the site of structure and the facility of procuring mateiral may suggest.

NO TUNNELS.

The tunnels necessary on the traverse line I have avoided on the approximate location, by procuring higher ground on all approaches and increased length, thus enabling the grade to run higher and pass over the hills in open cutting.

TABLES.

Having now referred to the general results in the East Central and

NEWFOUNDLAND RAILWAY SURVEY.

East Avalon districts, the attached tables, numbered one to seven, for each district, will give more precise details.

CONCLUSION.

In conclusion I must state that the length of survey left incomplete, through the failure of supplies, is ascertained, now that plans and calculations are complete, to comprise a distance of fifteen miles, as previously estimated.

I remain Sir,

Your obedient servant,

FRANCIS J. LYNCH. C. E.

NEWFOUNDLAND RAILWAY SURVEY.

List of Tabulated Statements for both Interior and Avalon.

No. 1. Statement of distances.
2. Statement of grades.
3. Statement of average quantities
4. Statement of masonry structures.
5. Statement of timber structures.
6. Statement of approximate total quantities with masonry.
7. Statement of approximate total quantities with timber.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.

STATEMENT OF DISTANCES.

Bay of Bulls Arm, Trinity Bay, to Middle Ridge.	Length in chains.	Length in Miles.	Per centage.
Length on air line	3,630	68·75	
Length by traverse	4,500	85·22	
Length on approximate location	4,260	80·68	
Air line shorter than traverse	869	16·47	19·32
Approximate location shorter than traverse	240	4·54	5·327
Lengthof straight on approximate location	2,904	55·	68·
Length of curves on approximate location	1,356	25·68	32·

NOTE.—Maximum grade 1·20 per 100, or 63·36 feet per mile. Maximum curve 4°, or radius of 1,432 feet.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT No. 4, DIVISION C.

STATEMENT OF GRADES ON APPROXIMATE LOCATION.

Station 0·00 to Station 4260. Bay of Bulls Arm, Trinity Bay, to MiddleR idge.	Length.		Per centage of total Length.
	Chains.	Miles.	
Level	1599	30·28	37·53
0·50 per 100 and under	588	11·14	13·80
Over 0·50 and under 1·00 per 100	288	5·45	6·76
1·00 per 100 or 52·80 feet per mile	601	11·38	14·11
1·20 per 100 or 63·36 feet per mile	1184	22·43	27·80
Totals	4260	80·68	100·

	Chains. Length.	Feet. Rise.
Rising Grades	1697	1680
Falling Grades	994	839

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.

Average Earth and Rock Quantities.

Number of Miles.	Bay of Bulls Arm, Trinity Bay, to Middle Ridge.	Earth.	Rock.
40	The first 30 miles after leaving the Bay of Bulls Arm, Trinity Bay, will average	15,750	8,374
40·68	The whole of the East Central portion, except 10 miles of heavy work at various points included above.....	12,000	4,000
80·68	The average for the whole distance will be ..... (Rocks chiefly granitic.)	13,868	6,168

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT No. 4, DIVISION C.

STATEMENT OF MASONRY STRUCTURES.

Bay of Bulls Arm, Trinity Bay, (80·68 Miles) to Middle Ridge.		Masonry.			
No. of Structures.	Description.	Size.	1st Class.	2nd Class.	Paving.
115	Box Culvert	3x3		18,099	749
10	Box Culvert	3x4			
86	Box Culvert	4x4			
11	Box Culvert	4x5			
1	Box Culvert	4x6			
15	Box Culvert	5x5			
3	Box Culvert	5x6			
1	Box Culvert	6x5			
15	Box Culvert	6x6			
6	Double Box Culvert	4x5			
2	Double Box Culvert	4x6			
3	Beam Culvert	8	1,100	.....	20
1	Beam Culvert	10			
4	Bridge	20	5,650		
4	Bridge	30			
3	Bridge	40			
2	Bridge	60			
2	Bridge	100			
284	Total	.....	7,800	19,827	769

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.

STATEMENT OF TIMBER STRUCTURES.

Bay of Bulls Arm Trinity Bay, to Middle Ridge (80·68 miles).				Quantities.						
Description.	Fill.	No. of Structures.	No. of Bents.	Timber.	Wrought iron.	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.	Excavation.
	Feet.			L. feet.	Lbs.	Lbs.	B. M.	B. M.	C. yds	C. yds
Trestle Culverts	2	53	106	21,200	2,650	350		.....	.....	1,060
Trestle Culverts	4									
Trestle Culverts	6	33	132	32,340	6,600	990		.....	.....	1,518
Trestle Culverts	8	48	192	50,880	9,600	1440		.....	.....	2,352
Trestle Culverts	10	60	240	66,000	12,000	1800	55,000	10,000	.....	3,300
Trestle Culverts	15	41	246	72,980	8,200	1230		.....	.....	3,936
Trestle Culverts	20	17	136	45,560	3,400	510		.....	.....	2,380
Trestle Culverts	25	8	64	27,200	1,600	240		.....	.....	1,280
Trestle Culverts	30	3	30	13,740	600	90		.....	.....	750
Trestle Culverts	35	5	50	27,500	1,000	150		.....	.....	1,250
	Span.									
Bridge..... (Cribwork abutments and piers.)	20	4								
Bridge.....	30	4								
Bridge.....	40	8		Howe	Truss	supers	tructure	.....	8500	2,000
Bridge.....	60	2								
Bridge.....	100	2								
Totals.....	.....	.....	.....	357,400	45,650	6980	50,000	10,000	8,500	19,826

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT No. 4, DIVISION C.

APPROXIMATE QUANTITIES.

Station 0·00 to Station 4260—80·68 miles. Bay of Bulls Arm, Trinity Bay, to Middle Ridge.

Masonry Bridges and Culverts.	Quantities.	Remarks.
Clearing, acres	1,049	Allowance for open ground; clearing taken 132 feet wide.
Close cutting, acres	81	
Grubbing, acres	202	Including ditches.
Fencing, lin. feet	8,068	Required near Gomez by Chance River.
Earth excavation, c. yards	1,118,225	
Rock excavation, c. yards	497,634	Chiefly granitic rock.
Under drains, lin. feet	121,020	
Riprap, c. yards	2,420	
1st class masonry, c. yards	7,422	
2nd class masonry, c. yards	18,718	
Paving, c. yards	726	
Howe truss, 3 spans of	40 ft.	
" 2 spans of	60 ft.	
" 3 spans of	100 ft.	
Timber, lin. feet	2,227	
Road crossings and divisions, cat-guards, &c.	$3,259	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, No. 4, DIVISION C.

APPROXIMATE QUANTITIES.

Station 0·00 to 4260—80·68 miles. Bay of Bulls Arm, Trinity Bay, to Middle Ridge.

Timber Bridges and Culverts.	Quantities.	Remarks.
Clearing acres	1,049	Partial allowance for open ground.
Close cutting, acres	81	
Grubbing, acres	202	Including ditches.
Fencing, lin. feet	8,068	Possibly required near Come-by-Chance River.
Earth excavation, c. yards	1,118,225	
Rock excavation, c. yards	497,634	Chiefly granitic rock.
Under drains, lin. feet	121,020	
Riprap, c. yards	2,420	
Howe truss, 3 spans of	40 ft.	
" 2 spans of	60 ft.	
" 3 spans of	100 ft.	
Cribwork and stone filling, c. yds	8,552	
Timber (all sizes) lin. feet	338,856	Sizes—18x12, 12x12, 8x12.
Plank—larch, spruce and pine, b. m	80,680	
Plank—hardwood, b. m	10,085	
Wrought iron, lbs.	44,374	
Cast iron, lbs	7,261	
Road crossings, and cattle guards, &c	$2,259	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON No. 1, DIVISION C.

COMPARATIVE STATEMENT OF DISTANCES.

St. John's to Westward.—0·00 to 2684.	Length in chains.	Length in Miles.	Per centage.
Length on air line	1781	33·73	
Length on traverse	2660·66	50·39	
Length on approximate location	2684	50·83	
Air line shorter than traverse	879·66	16·66	33·06
Approximate location longer than traverse	23·34	0·44	0·87
Approximate location, straights	1588	30·04	59·16
Approximate location, curves	1069	20·78	40·84
Maximum grade near St. John's—1·60 per 10,000, 84·48 per mile			
Maximum grade in other cases—1·20 per 100, or 63·36 per mile			
Maximum exceptional curve—6° or 955 ft. R.			
Maximum in other cases—4° or 1432 ft. R.			

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.

STATEMENT OF GRADES ON APPROXIMATE LOCATION.

St. John's to Westward. 0·00 to 2648.	Length.		Per centage of total Length.
	Chains.	Miles.	
Level	918	17.38	34·22
0·50 per 100 feet and under	305	5·78	11·33
Over 0·50 per 100 and under 1·00 per 100	110	2·09	4·11
1·00 per 100. 52·80 feet per mile	541	10·24	20·16
1·20 per 100. 63·36 feet per mile	572	10·84	21·31
1·60 per 100. 84·48 feet per mile	238	4·51	8·87
Totals	2684	50·83	100·00

	Chains. Length.	Feet. Rise.
Rising Grades	1084	1137
Falling Grades	680	705

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON No. 1, DIVISION C.

AVERAGE EARTH AND ROCK QUANTITIES, PER MILE.

Number of Miles.	St. John's to Westward (50·83).	Earth.	Rock.
10	Heavy work	40,000	20,000
20	Medium work	26,666	13,333
20·83	Light work	14,000	4,000
80·68	Average for East Avalon	24,098	10,804
	Rock principally slate, but some granite in places.		

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON, No. 1, DIVISION C.

Statement of Masonry Structures.

St. John's to Westward.		Masonry.			
No. of Structures.	Description.	Size.	1st Class.	2nd Class.	Paving.
10	Box Culvert	3x3			
48	Box Culvert	3x4			
30	Box Culvert	4x4			
6	Box Culvert	4x5			
7	Box Culvert	4x6			
2	Box Culvert	5x5			
10	Box Culvert	5x6			
2	Box Culvert	6x4	.....	15,000	350
3	Box Culvert	6x5			
8	Box Culvert	6x6			
2	Box Culvert	6x8			
1	Double Box Culvert	4x6			
1	Double Box Culvert	5x6			
1	Double Box Culvert	6x6			
4	Bridge, span	20	1,800		
1	Bridge "	80			
1	Trestle work	120			
1	Trestle work	500			
138	Total	.....	1,800	15,000	350

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON No. 1, DIVISION C.

STATEMENT OF TIMBER STRUCTURES.

St. John's to Westward.				Quantities.						
Description.	Fill.	No. of Structures.	No. of Bents.	Timber.	Wrought iron	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.	Excavation.
				L. feet.	Lbs.	Lbs.	B. M.	B. M.	C. yds	C. yds
Trestle Culverts	2	17	34	6,800	850	170	.....	.....	.....	340
Trestle Culverts	4									
Trestle Culverts	6	15	60	14,700	3,000	450	.....	.....	.....	690
Trestle Culverts	8	15	60	15,900	3,000	450	.....	.....	.....	735
Trestle Culverts	10	18	72	19,800	3,600	540	.....	.....	.....	990
Trestle Culverts	15	29	174	51,620	5,400	870	40,664	6,353	.....	2,084
Trestle Culverts	20	9	72	24,120	1,800	870	.....	.....	.....	1,260
Trestle Culverts	25	10	80	34,000	2,000	300	.....	.....	.....	1,600
Trestle Culverts	30	7	70	32,060	1,400	210	.....	.....	.....	1,750
Trestle Culverts	35	8	100	44,000	1,600	240	.....	.....	.....	2,000
Trestle Culverts	40	3	36	21,000	600	90	.....	.....	.....	900
	Span.									
Bridge.....	20	4	.....	.....	.....	.....	.....	.....	600	251
Bridge.....	80	1	.....	.....	.....	.....	.....	.....	250	
Trestle Work.....	120	1	.....	3,200	140	20	706	97		
Trestle Work.....	500	1	.....	15,000	400	60				
Totals.....	.....	138	758	282,200	28,790	3670	41,370	6,450	850	12,600

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON No. 1, DIVISION C.

APPROXIMATE QUANTITIES.

0·00 to 2684—St. John's to Westward—50·83 miles.

Masonry Bridges and Culverts.	Quantities.	Remarks.
Clearing, acres	660	
Close cutting, acres	51	
Grubbing, acres	101	
Fencing, lin. feet	25,415	
Earth excavation, c. yards	1,225,000	
Rock excavation, c. yards	549,167	
Under drains, lin. feet	50,830	
1st class masonry, c. yards	1,800	
2nd class masonry, c. yards	15,000	
Paving, c. yards	350	
Riprap, c. yards	1,525	
Timber, lin. feet	17,790	
Wrought iron, lbs.	2,010	
Cast iron, lbs.	356	
Howe truss, 4 spans of	20 ft.	
" 1 span of	80 ft.	
Road crossings and diversions	$1,500	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

EAST AVALON No. 1, DIVISION C.

APPROXIMATE QUANTITIES.

0·00 to 2684—St. John's to Westward—50·83 miles.

Timber Bridges and Masonry.	Quantities.	Remarks.
Clearing, acres	660	
Close cutting, acres	51	
Grubbing, acres	101	
Fencing, lin. feet	25,415	
Earth excavation, c. yards	1,225,000	
Rock excavation, c. yards	549,167	
Under drains, lin. feet	50,830	
Riprap, c. yards	1,525	
Timber, lin. feet	282,200	
Wrought iron, lbs	23,790	
Cast iron, lbs	3,670	
Cribwork, c. yds	1,016	
Softwood plank, b. m	41,370	
Hardwood plank, b. m	6,450	
Howe truss, 4 spans of	20 ft.	
" 1 span of	80 ft.	
Road crossings and diversions	$1,500	

NEWFOUNDLAND RAILWAY SURVEY.

Report of Party A. Central Avalon District. Engineer-in-Charge, Thomas Ramsay, Civil Engineer.

OTTAWA, April 5th, 1876.

SANDFORD FLEMING, Esq.

SIR,—In my report, dated April 3rd, 1876, I stated that the party under my charge left St. George's Bay on the 25th of September. I now beg to further report upon the subsequent operations of that party and the result of its labors.

After a rather dangerous voyage the party arrived at Saint John's on the 2nd of October, and, after refitting and reorganizing, left on the 8th, under advice and instructions from Alexander Murray, Esq., head of the Newfoundland Geological Survey, its destination being Chapel Arm, Trinity Bay, to prosecute the survey through the district of Avalon.

After a somewhat troublesome journey, by land and by water, with provision and camp material, the party encamped at Chapel Arm on the night of the 10th of October.

I went round by Brigus to examine the country, and did not reach the party till the night of the 12th.

My instructions were to work as far westward as I should judge necessary, leaving what work party B might be able to finish by about the same time that the other parties would complete the work to the eastward.

There is a telegraph station at Chapel Arm and four or five with families living there; the people depend mostly upon fishing. The little land that is cleared appears to be pretty good, but good land does not extend far either east or west. There is perhaps a mile along the telegraph line eastward, of fair land and well wooded, but steep. There are two brooks coming in from the south, divided by a ridge, and

NEWFOUNDLAND RAILWAY SURVEY.

their banks, as far as can be seen from the telegraph line, are well wooded. I saw a quantity of spruce and some yellow birch on the shore brought down the valley of one of these brooks for ship building. The largest trees would be from twelve to fourteen inches diameter.

There being a path along the telegraph line, we began the levels at the tideway, traversing and levelling along the path. About half a mile from the shore the timber became scant and dwarfish, and at a mile the country is a high open barren. At two and a half miles we were five hundred and fifty feet above the sea, and we kept above five hundred feet for another mile.

The country then began to descend rapidly, the water still falling north to Trinity Bay, and as we got into the valley, or rather broad irregular flat, we found it filled with lakes in all directions. At about seven miles from Chapel Arm we met a lake directly in our course, and extending both right and left; I named it Murray lake; I estimated it to extend two miles to the southward. We traversed its shore northwards about a mile, and found that its waters ran south to Placentia Bay, and that within a few hundred feet of its northwest angle the ponds were emptying towards Trinity Bay. This lake is only three hundred and forty feet above the tide, and having land so much higher eastward, I considered this divide must be a fixed point. I therefore put in a post, marked it B, and began a new chainage. I continued the line westward about six miles, over an irregular broken country, full of ponds, where it seem impossible to tell whether the water ultimately emptied notrh or south without traversing them round. The line is generally near the watershed, but near where we stopped work in this direction it crossed a brook ten or twelve feet wide, running south into Placentia Bay, and northward was a range of not very high, but very rugged and broken hills.

At station three hundred and six by eighty from post B, we put in another post for the western bounds of the Avalon centre division of the work. The measurements on the approximate location marked on the plan as before, with a heavy red line, begin at this post, and are marked in red figures. The measurements on the traverse are marked in the direction in which they were chained and in black figures, but the miles marked on the traverse section are the miles from Come-by-Chance River, and include the mileage on sections numbers two and three.

NEWFOUNDLAND RAILWAY SURVEY.

I now returned to the post B, and ran eastward, having to descend still lower than this point to cross the outlet or rather the foot of a large lake I have named Waugh Lake. This is at station three hundred and forty-four on the approximate location, the height of the grade being three hundred and twenty-eight feet, and that of the water three hundred and eleven feet.

This descent might be avoided by keeping south instead of north of Waugh Lake, and it is possible the ground might be smoother, but it would require a very sharp curve near the foot of the lake, and cause a loss of distance of about half a mile.

At station five hundred and ten on the approximate location, the line gained a summit of four hundred and ninety-eight feet above tide, and it will require heavy work and a grade of one twenty per hundred to attain it.

This summit is on a ridge extending west of south and east of north, which forms the west shore of Chapel Arm Harbor on one side, and Long Harbor on the other. It will probably range from five hundred to seven hundred feet above the sea; and there is no lower available point for crossing it than where the line now is.

This summit is nearly ten miles from our starting point, and thus far there is no timber except a few spots on hill tops, where there is a little scrub spruce from four to six inches diameter. The ground has been in many places covered with short scrubby spruce, but most of it has been killed by fire.

In some places the rocks are merely covered with a thick matting of roots and moss, in other parts they are covered with peat, which is in some places pretty deep. I am in hopes that under the peat, in places at least, will be found clay or gravel sufficient to cover the road to protect it from fire, as there is nothing in view but either peat or rock to make the road of.

From this summit the waters are descending rapidly into Long Harbor, Placentia Bay. I endeavoured to keep the line round the heads of these waters, but I eventually found that there is low ground east of the before described ridge, extending quite across the peninsula, the

NEWFOUNDLAND RAILWAY SURVEY.

waters of Long Harbor being within four miles of Chapel Arm, and those of Chapel Arm being within three miles of the tide at Long Harbor, and extending two or three miles further south. The highest point on this divide is about three hundred and ninety feet, so that the line must descend one hundred and eight feet, or perhaps more. When I discovered this, I wished to take a more direct line and at a lower level; I ran a portion of this direct line, but we had at this time a week of extremely bad weather, getting only two days fit for work, and I became alarmed that winter might evertake us without making a connection with the party to the eastward. I therefore left about a mile of this line without an instrumental survey. I have drawn the approximate location between the known points, as no difficulty exists. There are the ends of two ridges to pass with a valley between, and the only question is the depth of fill necessary in order to keep a good grade across the valley. I think it may probably be found better than shewn by the approximate section.

About fifteen miles on this division the line crosses a road that has been opened a long time ago; I think I saw a plan of a survey of it forty years old. This survey was from Colliers Bay to Long Harbour and Ship Harbour. The road was afterwards opened to Brigus, and a branch from it has been made to Chapel Arm for the use of the telegraph lines. There is still some work done on it every year. It is a good winter road six miles east from Long Harbour, but from that to the Chapel Arm branch it is partly grown up with bushes. From the forks to Brigus I believe a cart has been through, but it must have been in very dry season, as there are some deep bogs.

At the crossing of this road the line leaves the Long Harbour waters and gets into a basin of the Chapel Arm waters, following a branch of them to its source, and at station eight hundred and eighty on the approximate location it reaches the watershed, at an elevation of five hundred and thirty-five feet. At station nine hundred and fourteen, on the extremity of ridge beyond the watershed, the height of five hundred and forty-six feet above the sea is reached, this being the highest point on this section. South of this point is a large lake; I have named it Lemoine Lake. It is somewhat triangular in shape, one and a half or two miles on a side, and flowing to Placentia Bay. North of this point the ridge rises and extends a long distance, between two branches of Chapel Arm waters. It is higher than the line till it gets some distance north of Long Harbour road.

NEWFOUNDLAND RAILWAY SURVEY.

Up to this point the line has not passed through any woods but those of a scrubby dwarfish character. On the higher ground there is a good deal of open barren, on some of the slopes there are patches of fair spruce and fir. There is little bare rock showing itself, but sometimes the covering is very slight indeed. I saw, where the road had been cast up on the slopes, where there is not much peat, gravel is found that makes a very good road.

At station nine hundred and ninety on the approximate location, corresponding to station eight hundred and thirty on the traverse, the line has reached the divide between water running into Placentia Bay and the Dildo River emptying north into Trinity Bay. This summit is four hundred and eighty feet above the tide, and is the continuation of a ridge of which Spread Eagle Peak is the highest point; and I believe there is no lower ground than where the line crosses until some distance north of the peak is reached.

The last mile of line is rather uneven and difficult ground. About this place there are some knolls with pretty good birch, the best I have seen on the island; but they are not of much extent.

Here the deep valley of the Dildo River was just in front, and nearly at right angles to our course; and in order to get a workable grade the line had either to go up river or down. I considered that down stream was the most favorable route, and made the line in that direction; but perhaps an opposite course would give equally good results.

The valley of the Dildo cannot fall much here as the lakes extend over a large portion of it. From this summit there are about three miles, with a grade of 1·25 per hundred, or seventy-nine feet per mile, to get to the Dildo River; and as there is a broad flat at the foot of the grade, it is impossible to gain more distance without running back to the northwest.

When I was at Long Harbor road, I thought it might be possible to get a more northerly and perhaps a more direct line to this point; but from the appearance on this side, I think that would be impossible —there being three different streams running into Chapel Arm, with high ridges between them, and all these would be nearly at right angles

NEWFOUNDLAND RAILWAY SURVEY.

to the proposed course. I cannot possitively say there are no breaks or valleys in these ridges, but I know there are none between the line and Long Harbor road.

The line crosses the Dildo River at an elevation of three hundred and twelve feet above the tide, the water level being three hundred and three; a fifty feet bridge will suffice here, there being a large lake above serving as a regulator for the water. In getting out of the valley to the eastward the grade is moderate and the height only three hundred and forty feet.

At station eleven hundred and ninety the line crosses a brook running southwards, which I suppose belongs to Rocky River, Placentia Bay, but in that I may be mistaken, as I afterwards crossed the Spaniard's Bay river at a much lower level, and this water may belong to it.

Crossing the Spaniard's Bay river is about the most difficult part of this division, the line crossing at a height of only two hundred and seven feet above the tide (the water being one hundred and ninety-seven), and requiring a grade of 1·30 per one 100 for nearly a mile and a quarter. The fill over this river contains nearly one hundred and forty thousands cubic yards.

A more southerly line might improve this, but the Hodge waters are spread out in front or eastward in such a way that it might be difficult to get back to the line again, and a totally new line would have to be looked for.

About two miles east of Spaniard's Bay river the Hodge waters are crossed at the same level as the Spaniard's Bay river, the country between being full of ridges and hummocks, but there is no difficulty about grades, none of the land being high.

After crossing the Hodge waters, the country appearing to be all low, I kept away from the river expecting to get a more direct line, but I soon met lakes that forced the line back again; and when I had reached a summit near station one thousand five hundred and sixty, at a height of three hundred and thirty-five feet, it appeared that a line up the river would not differ much in length, and perhaps might be over

NEWFOUNDLAND RAILWAY SURVEY.

leveller ground than that on which the line now is; but there will be no difficulty in locating a good tract when the line is made.

About ten miles farther, or at station one thousand six hundred and sixty, the line reaches the north end of Big Barren Pond; the height of the pond being two hundred and seventy-six feet above the tide, and that of grade two hundred and ninety-two feet above the same.

On the last sixteen miles of line the country is about one-fourth open; wherever there is a flat, whether high or low, the land is peaty and clear of wood, but all the sloping land is covered with wood of some kind, chiefly spruce and fir, occasionally mixed with some birch.

From Big Barren Pond there is an up grade of one-twenty per hundred for one and a quarter miles, and heavy work to the summit between this and Goulds River, which summit is three hundred and eighty-five feet above the sea. Thence the descent is rapid but not great, three hundred and twenty-two feet being the lowest point of grade, and I think it can be worked to a grade of 1·00 per hundred.

The waters in this valley are spread out in all directions with high knolls between, so that any direct line would give a very heavy section; but a serpentine line can be followed without more than an average amount of work.

From station one thousand eight hundred and twenty-five the grades keep ascending to station one thousand nine hundred and ninety-three on the approximate location, corresponding with station one thousand eight hundred and fifty-nine on the traverse, when the survey connects with Party C (plan and section number one), at a height by our levels of four hundred and sixty-five feet, but only four hundred and fifty by the levels of Party C.

On the plan I have laid down the Big Barren Pond from a plan on a small scale of, I believe, a survey by some of Mr. Murray's assistants, so that probably the position of the south end is not far from correct. About four miles from our line at the head of the pond, in a south-westerly direction, there appears to be a good crossing place, and the pond seems to end a mile further south-west. It is probable a line

NEWFOUNDLAND RAILWAY SURVEY.

could be found from near station one thousand two hundred, or perhaps by crossing the Dildo up stream, and passing by the south end of the pond, with a very considerable saving of distance. If there is not too much water in the way, that saving might amount to nearly three miles, and I think there can be no difficulty about grades east of the Dildo River; but the country being low, it is probable that a good deal of those parts that are blanks on the plan may be occupied by water; so that it is difficult, I may say impossible, to estimate the length of a changed line without a survey. But this point is of too much importance not to be attended to when any thing further is being done regarding the location of the road.

This is the only place, I think, a deviation from the general route surveyed can be made with advantage.

The sections show that the grades on this division, although not so long as on the St. George's Bay division, are steeper and the quantities are larger. This arises from the fact that on the St. George's Bay division I was able as a general rule, to follow the direction of the water course where I was able to find a fair line, when it would have been utterly impossible to cross the country at all in an opposite direction. In the present division the course of the line is at right angles to the formation of the country, and the line has to cross every ridge and stream instead of going in the direction in which they go. There is also another serious loss arising from being forced to run across the ridges and valleys, viz.: as the tables shew, the very large increase in length of over thirty-four per cent. of the approximate location over the air line. On this twenty-eight miles of air line we have now taken fifty miles of levels.

I do not think, upon the whole, there will be much difference in the quality of the work upon this section from that of St. George's Bay. There is a good deal of material on the latter section that is easier to work than any I have seen in this. In the workable character of the rock I am not aware that there is much difference, but the means of supplying parties will be better in Avalon.

The timber here is not quite so large and not nearly so tall as in the deeper valley of the western interior section. The supply of ties will, therefore, not be over abundant here, nor so near where they are wanted.

NEWFOUNDLAND RAILWAY SURVEY.

The material that I have seen worked into on the sides of hills makes excellent roads, but it is not easy to work, and I have not seen any where in this division ballast that could be easily worked or got in large quantities.

I may again state that the estimate of quantities, I have stated the whole amount of embankment without any reference to where it comes from; but in addition I have estimated to pay one dollar and fifty cents per yard for quarrying the rock, thus making its cost, put into the embankment, one dollar and eighty cents. This may not be the mode always adopted, but I hope it will be understood.

The general result of the survey of this division, as well as the estimates, are exhibited on the accompanying sheets in a tabulated form, viz.:

No. 1. Statement of lengths and curves.
2. Statement of grades.
3. Statement of embankment and rock excavation.
4. Statement of masonry structures.
5. Statement of timber structures.
6. Approximate quantities with masonry structures.
7. Approximate quantities with timber structures.

Being requested to state every thing of interest, I will add a few words in regard to animal life, which seems to be not very abundant on the island.

Our men caught very few trout, although they frequently tried. There were a few salmon or grilse caught on the St. George's River, about twenty miles from salt water; they were congregated below a fall; we did not see any above. We saw a few wild geese and sea gulls in some of the lakes in the breeding season, but few or no ducks. The party saw four or five beavers altogether. We saw a good many indications of otters, and the men caught one, as also a fox. The marks of bears were occasionally but not often seen. There is no part that we visited but has been hunted over by Indians.

On the western plains we saw three or four flocks of ptarmigan, a pretty bird, resembling the Canadian partridge, except that it is partially white even in summer, and its habits and cry are different. They were plenty in Avalon late in autumn, when there were blueberries. In Avalon the party killed some native hares; they are a beautiful

NEWFOUNDLAND RAILWAY SURVEY.

animal, perfectly white in November, and I think quite twice as large as a Canadian rabbit; they are not plentiful.

The cariboo is the game *par excellence* of Newfoundland; these in summer we only saw in single ones, except a doe with a fawn; late in the season they were seen in droves of five or six several times, and everywhere the plains are full of their paths. There can be no doubt but they are more plentiful here than in any other country I have ever been in; but, according to my experience, it would be a great mistake to rely much upon venison for provisioning a party.

In regard to weather, I have no record of temperature, but we found very few days that were inconveniently warm for working or travelling, and I found no day that I was out on the high open plains that I wished to sit down long without a coat.

When I arrived at Saint George's Bay, 7th of June, I found Mayflowers just in season, about as they were in Halifax three weeks before, and there were no leaves on the earliest deciduous trees at that date. I saw snow on the twentieth of June, but the land was twelve or thirteeen hundred feet above the sea, and there had been a heavy drift.

I took no notice of frosts until about the 20th of September, and the potato vines at Saint George's Bay were green up to that date. We had the first snow on the 27th of October, and about the 24th November the men travelled on the ice on still water.

I think we had thunder only two or three times during the summer, and although we had frequent rains, they were seldom very heavy, only once during the summer that the streams rose much.

The following is, I believe, very nearly a correct list of the number of days on which we had either rain or snow during the survey, viz:—

June	8	days.
July	8	"
August	9	"
September	10	"
October	11	"
November	14	"

NEWFOUNDLAND RAILWAY SURVEY.

There was a good deal of very high wind and a great deal of sea-fog in October and November.

I do not like to conclude this report without saying that I found the men of Newfoundland, if not first-class woodsmen, at least first-class laborers. My party behaved remarkably well considering the very laborous nature of the services they had to perform. I would be glad to name them individually if it would do them any good.

I am glad to be able to make my acknowledgments and return thanks to J. O. Frazer, of the department of Public Works, for his painstaking in everything connected with supplies and accounts, as well as my personal comfort.

It is not my business to allude to the advantage the service received from the advice and instructions of Alexander Murray, Esq., but it will oblige me much if you will thank him for his courtesy and kindness to myself.

I am, Sir,

Your most obedient,

THOMAS RAMSEY.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION No. 2.

STATEMENT OF LENGTHS AND CURVES OF APPROXIMATE LOCATION.

Deflection per 100 ft.	Radii.	Degrees of curvature.	Degrees per mile.	Length.		Percentage of whole.
				Chains.	Miles.	
Degrees.						
1	57·30	32½	.....	32·50	·61	
1½	38·20	38¼	.....	25·50	·48	
2	28·65	681	.....	340·50	6·44	
2½	22·92	80	.....	32·00	·62	50·57
3	19·10	1041¼	.....	347·10	6·57	
4	14·33	680	.....	170·00	3·22	
5	11·46	300	.....	60·00	1·15	
Tangent	.....	.....	.....	985·40	18·66	49·43
		2853	76°			
Approximate location				1993·00	37·75	
Length of traverse				2166·00	41·02	
Length of air line				1483·50	28·09	
Increase of location over air line				510·50	9·66	
Percentage of increase				.....	.....	34·38

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A., PLAN AND SECTION No. 2.

STATEMENT OF GRADES ON APPROXIMATE LOCATION.

	Length.		Percentage of whole.
	Chains.	Miles.	
Level	140·00	2·65	7·02
0·50 per 100	317·00	6·00	15·90
Between 0·50 and 1·00 per 100	691·00	13·09	34·67
1·00 per 100	309·00	5·85	15·49
1·20 per 100	222·50	4·22	11·17
1·30 per 100	313·50	5·94	15·75
Totals	1993·00	37·75	100
		Chains.	
Length of grade rising eastward	.....	10·03	
Length of grade falling eastward	.....	8·50	
Level	.....	1·40	
	.....	19·93	
Total rise eastward	.....	893 feet	
Total fall eastward	.....	773 "	
Difference	.....	120 "	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION No. 2.

STATEMENT OF EMBANKMENT AND ROCK EXCAVATION.

Road bed 17 feet—base of cuts 22 feet.

Length 37·75 miles.	Miles.	Cubic yards per mile.	Embankment.	Rock.
Light work	13·	18,000	234,000	
Heavy work	24·75	48,500	1,200,400	
Rock excavation	37·75	4,000		151,000
Total			1,403,400	151,000
Mean		38,000		4,000

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION No. 2.

STATEMENT OF MASONRY STRUCTURES.

Structure.	No.	Size.	1st Class.	2nd Class.	Paving.
		Feet.	C. yards.	C. yards.	C. yds
Box Culverts	6	3x3			
Box Culverts	50	3x4			
Box Culverts	8	4x4			
Box Culverts	7	4x5			
Arch Culverts	3	5x6	3,900	6,400	1800
Bridges,	5	15			
Bridges	2	20			
Bridges	1	30			
Bridges	2	50			
Total	84	.....	3,900	6,400	1800

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION No. 2.

STATEMENT OF TIMBER STRUCTURES.

Description.	Fill.	No. of Structures.	No. of Bents.	Timber.	Wrought iron	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.
				L. feet.			B. M.	B. M.	
Trestle Culverts	2	4	8	1,600	200	50			
Trestle Culverts	4								
Trestle Culverts	8	10	43	10,600	2,000	300			
Trestle Culverts	12	19	76	21,900	3,800	600			
Trestle Culverts	15	20	120	35,600	4,000	600			
Trestle Culverts	20	16	160	43,900	3,200	500			
Trestle Culverts	25	3	24	10,200	600	100			
Trestle Culverts	30	2	20	8,200	400	100			
Bridges	12	3							
Bridges	15	4							
Bridges	25	3							
Totals	.....	84	448	132,000	14,200	2250	29,000	6,000	5,000

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION No. 2.

APPROXIMATE QUANTITIES. MASONRY STRUCTURES.

37·75 miles.	Quantities.	
Clearing, acres	300	
Close cutting, acres	38	
Grubbing, acres	56	
Fencing	0·00	
Embankment, c. yards	1,434,400	
Rock excavation, c. yards	151,000	
Under drains, lin. feet	56,600	
1st class masonry, c. yards	3,900	
2nd class masonry, c. yards	6,400	
Paving, c. yards	1,800	
Riprap, c. yards	1,200	
Bridge Tops, lin. feet	230	
Road crossings	1	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

AVALON CENTRE, DIVISION A.—PLAN AND SECTION N. 2.

APPROXIMATE QUANTITIES. TIMBER STRUCTURES.

37·75 miles.	Quantities.	
Clearing, acres	300	
Close cutting, acres	38	
Grubbing, acres	56	
Embankment, c. yards	1,434,400	
Rock excavation, c. yards	151,000	
Under drains, lin. feet	56,600	
Timber for culverts, lin. feet	132,000	
Wrought iron, lbs.	14,200	
Cast iron, lbs	2,250	
Softwood plank, feet b. m	29,000	
Hardwood plank, feet b. m	6,000	
Cribwork, c. yds	5,000	
Road crossings	1	

NEWFOUNDLAND RAILWAY SURVEY.

Report of Party B. West Avalon District. Engineer-in-Charge, W. A. Austin, P.L.S., Civil Engineer.

WEST AVALON.

AT ST. JOHN'S,

SANDFORD FLEMING, ESQ.;

We were detained at St. John's from the 16th of October to the morning of the 28th, making arrangements for our Avalon campagne, getting new tents, stores and cooking utensils, and also paying off and settling with the men.

DEPARTURE.

On the evening of the 27th October I went on board the *Walrus* with my staff, with the intention of sailing the first thing in the morning. At 8 a. m., 28th inst., all the party, some twenty-five in number, were on board, and we started for the Bay of Bulls Arm. We ran till about midnight when, on account of the extreme darkness, we lay in Trinity Bay until daybreak, when we ran for the Bay of Bulls Arm, which we reached before dinner, and began to unload our stuff and provisions, finishing in the afternoon in heavy rain.

MOVED CAMP.

On Saturday and Sunday, 30th and 31st of October, it also rained, and up to midday on Monday, when I began to forward our stuff and moved camp to our starting point, which was the point of departure of Division C (known as Eastern Interior Division). This was some two miles distant from the Bay of Bulls Arm, and about twenty chains east of Come-by-Chance

NEWFOUNDLAND RAILWAY SURVEY.

river. While the party were arranging the camps and advancing the stuff, I explored the country near the starting point and for about four miles ahead, finding no serious obstruction.

November 2nd.—As it rained all day, no line work was begun to-day.

STARTED WORK.

On the morning of the 3rd of November we started the line from the point before mentioned, and ran about a half a mile through difficult cutting; we also advanced the stuff up to this point, notwithstanding intermittent showers of rain, sleet and snow. Not deeming it necessary to define the exact position of the transit line, I shall refer particularly to the approximate location line which is shown on the plan by a broad red line which generally follows on or near the traverse, and only in one instance is as far as thirteen chains from it.

PLACENTIA WATERSHED.

At a distance of six hundred and seven chains from the starting point, on the approximate location line, a height of land is crossed which divides the Placentia Bay waters from those of Trinity Bay. For the first one hundred chains of this distance the line takes side hill ground and easy grades, then over a more generally level section to the westward of Hill Lake, crossing Hill brook at station two hundred and forty by a bridge of twenty feet span. Thence, going more easterly, principally taking side-hill ground to the height of land.

SOIL AND TIMBER.

The surface is composed of gravel, boulders and clay. There is not much rock on this portion of the line. The timber here is spruce, birch and fir, and very inferior. I have seen some few trees eighteen inches in diameter, but not of any length; the woods short and scrubby, but here and there we found detached groves with trees averaging ten inches in diameter.

From the height of land at station six hundred and seventy to station eight hundred and fifty (where we cross another height of land

NEWFOUNDLAND RAILWAY SURVEY.

dividing the waters east and west), we have descending grades. At station seven hundred and forty, we take an easterly course for a mile, to avoid a high and much broken clump of hills, to station seven hundred and eighty-three, thence descending along side-hill to station eight hundred and fifty, the height of land.

WOODS AND SURFACE.

The woods are very inferior scrubby fir, spruce and birch. Some of the timber is fit for telegraph poles. Gravel, boulders, and rock (gneissoid) are on the surface, there being a good deal of the latter in this section.

PLACENTIA BAY WATERSHED.

From station eight hundred and fifty to the end of West Avalon and junction with Centre Avalon, at station 1,087·50, we keep on our general course (S.S.W.), passing to the east of Gull Lake (a fine sheet of water containing about three square miles); thence by side-hill on and upgrade along the ridge bounding Gull lake to eastward, to the terminating point, which we reached on the evening of the 30th November.

WOODS AND SURFACE.

This last portion of the work has no timber on it, there being nothing but low scrubby spruce, fir and birch. A good deal of rock exists on the surface of this section, mostly gneissoid, and also some gravel, boulders and clay. The soil in Avalon, or the narrow neck on which I was at work, I should deem unfit for agricultural purposes, it being too rocky and barren, with the exception of the harbors, where some little soil may be had, where vegetables are raised.

DEPARTURE.

On the 1st December we went to Chance Cove, and on the 2nd hired a schooner which took us to Heart's Content; thence we went to Harbor Grace and slept there two nights; and on the 4th left Harbor Grace and got to St. John's that evening, per steamer *Cabot*.

NEWFOUNDLAND RAILWAY SURVEY.

Having the same staff that I had on the Central Interior district, I must again mention them favourably. Mr. Costigan, who also joined the party, was of material service to me, being ahead while I was cross-sectioning.

I am, sir,

Your obedient servant,

W. A. AUSTIN, P.L.S., C.E.
Engineer-in-Charge.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON, DIVISION B.

Comparative Statement of Distances.

Station 0·00 to Station 1088.	Length in chains.	Length in Miles.
Length on air line	952	18·03
Length on traverse	1,100	21·
Length on approximate location	1,088	20·60
Air line shorter than traverse	158	2·97
Approximate location shorter than traverse	22	0·40
Approximate location, length of straight	660	12·50
Approximate location, length of curves	427	8·10
Note.—Maximum grade—1·20 per 100		
Maximum curve, 7° 7° deg		

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON, DIVISION B.

STATEMENT OF GRADES

Station 0·00 to Station 1088.	Length.		Percentage of total length.
	Chains.	Miles.	
Level	219	4·15	20·15
0·50 per 100 and under	80	1·52	7·36
Over 0·50 per 100 and under 1 per 100	125	2·38	11·50
1·00 per 100	47	0·89	4·33
1·20 per 100	616	11·66	56·66
Totals	1084	20·60	100·00

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON No. 3, DIVISION B.

AVERAGE EARTH AND ROCK QUANTITES PER MILE.

No. of Miles.	Station 0·00 to Station 1083.	Earth.	Rock.
7	Very heavy work	60,000	30,000
6	Heavy work	30,000	10,000
7·60	Light work	15,000	3,000
20.60	Average for West Avalon (Rocks principally granite.)	34,660	14,213

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3.—DIVISION B.

STATEMENT OF MASONRY STRUCTURES.

Station 0·00 to Station 1088.			Masonry.		
No.	Description.		1st Class.	2nd Class.	Paving.
38	Box Culvert	3x3			
3	Box Culvert	3x4			
15	Box Culvert	4x4	.....	4,500	200
4	Box Culvert	5x5			
5	Box Culvert	6x6			
3	Beam Culvert	10			
2	Bridge	20	3,000		
1	Bridge	40			
71	Total	.....	3,000	4,500	200

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON, No. 3—DIVISION B.

STATEMENT OF TIMBER STRUCTURES.

Station 0·00 to Station 1088.				Quantities.						
Description.	Fill.	No. of Structures.	No. of Bents.	Timber.	Wrought iron	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.	
Trestle Culverts	2	13	26	5,200	660	130				
Trestle Culverts	4									
Trestle Culverts	6	7	28	6,860	1,400	210				
Trestle Culverts	8	8	32	8,480	1,600	240				
Trestle Culverts	10	8	32	8,800	1,600	240				
Trestle Culverts	15	8	48	14,240	1,600	240				
Trestle Culverts	20	7	56	18,760	1,400	210				
Trestle Culverts	25	7	56	23,800	1,400	210	20,000	3,000		
Trestle Culverts	30	5	50	22,900	1,000	150				
Trestle Culverts	35	1	10	5,500	200	30				
Trestle Culverts	40	3	36	19,800	600	90				
Trestle Culverts	45	1	12	7,700	400	60				
Trestle Culverts	50	1	12	8,800	400	60				
Trestle Culverts	60	1	14	11,000	500	80				
Bridge.....	Span. 40	1	.....	.....	.....	.....	.....	.....	1,000	40
Totals.....	81	.....	.....	161,840	12,750	1950	20,000	3,000	1,000	40

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AV. LON, No. 3.—DIVISION B.

APPROXIMATE QUANTITIES. MASONRY BRIDGES AND CULVERTS.

Station 0·00 to Station 1088.	Quantities.	Remarks.
Clearing, acres	268	
Close cutting, acres	1	
Grubbing, acres	2	
Fencing, lin. feet	217,516	
Earth excavation, c. yards	714,000	
Rock excavation, c. yards	292,788	
Under drains, lin. feet	20,600	
1st class masonry, c. yards	3,000	
2nd class masonry, c. yards	4,500	
Paving, c. yards	200	
Riprap, c. yards	412	
Timber, lin. feet	618	
Howe truss, lin. feet	40	
Road crossings	$412	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

WEST AVALON No. 8, DIVISION B.

Approximate Quantities. Timber Bridges and Culverts.

Station 0·00 to Station 1088.	Quantities.	Remarks.
Clearing, acres	268	
Close cutting, acres	1	
Grubbing, acres	2	
Fencing, lin. feet	217,516	
Earth excavation, c. yards	714,000	
Rock excavation, c. yards	292,788	
Under drains, lin. feet	20,600	
Riprap, c. yards	412	
Timber, lin. feet	161,840	
Wrought iron, lbs.	12,750	
Cast iron, lbs.	1,950	
Cribwork, c. yds.	1,000	
Softwood plank, feet b. m.	20,000	Board measure.
Hardwood plank, feet b. m.	3,000	
Howe truss, lin. feet	40	
Road crossings	$412	

NEWFOUNDLAND RAILWAY SURVEY.

Report of Division B. Engineer-in-Charge, W. A. Austin, P.L.S., Civil Engineer.

OTTAWA, 8th April, 1876.

SANDFORD FLEMING, ESQ., *Engineer-in-Chief*,
Newfoundland Railway.

LEFT ST. JOHN'S.

DEAR SIR,—I have the honour to report that, agreeably to the written instructions received from A. L. Light, Esq., dated at St. John's, Newfonndland, 3rd June, 1875, I, on the 7th June, went on board of the steamer *Leopard*, accompanied by Mr. W. Quin, as transitman; Mr. A. G. Morrison, as leveller; Mr. John Morris to act as hind chain, and twenty-three packers and axemen, with the intention of landing at the mouth of the River of Exploits. On account of the immense quantity of ice hindering our progress, we had to lay in Trinity Harbor, Fair Island Harbor, Greenspond and Fogo Harbors. The steamer also ran on a rock while in the ice, which delayed us some hours in getting off, happily without material damage. On the 16th June we landed at Burnt Island, Exploits, some thirty miles distant from the mouth of the river, where I hired a cook. We were compelled to charter a schooner to get to the mouth of the Exploits river, which we reached on the evening of the 17th June, being eleven days on our passage, which should have been made under ordinary circumstances in two days.

Here my party was increased to thirty-one, by the addition of three Indians. I proceeded to Winsor and Vallance's mill to procure lumber for the construction of two flat-bottomed boats for the purpose of transporting our provisions, &c., into the interior; the canoes (four) with which we were furnished, not being of sufficient capacity to advantageously advance our stuff, and make use of all my men. We encamped for the night near Peyton's wharf, where, on the morning of the 18th, we landed all our stuff and placed it under cover.

NEWFOUNDLAND RAILWAY SURVEY.

PREPARING FOR DEPARTURE.

All the provisions that were in barrels, *i. e.*, flour, pork, etc., we put into bags to be more easily handled and portaged. I had the canoes overhauled, and they being in a very leaky state, had to be thoroughly gummed and mended to render them serviceable. Having made all arrangements necessary for a start, and having given the men who were to build the boats an idea of the kind of boat that I wanted, I, on the 19th of the month, proceeded up the river Exploits as far as Bishop's Falls, with four canoe loads of provisions, where the weather turning out bad, we cached at the head of the portage and returned to camp at the mouth of the river to spend Sunday.

FURTHER ADVANCE.

On the 21st, I proceeded up the river with four more loads of provisions, as far as Great Rattling Brook, the river being generally rapid, and the distance about fourteen and a half miles, leaving Mr. Quin in charge of the remainder of the party at the mouth, with orders to advance the work there as speedily as possible, and join the party with the boats and the remainder of the provisions. Not deeming it necessary to describe every day's progress here, I will merely allude cursorily to the more important events.

BOATS FINISHED.

On the 25th the building of the boats was completed, when the remainder of the provisions, &c., were advanced under the superintendence of Mr. Quin. Fearing that something had happened to the party below, I, on the 30th, went down the river with the canoes and men, and met the party at the head of the High falls, nothing of moment having occurred except that nearly all the men were new at the work, consequently our progress was slow. We all camped together on the island I had left in the morning, with the stuff advanced to that point.

FROST.

On Sunday, July 4th we had frost, then being about three hundred and fifty feet above the level of the sea.

NEWFOUNDLAND RAILWAY SURVEY.

NOEL PAUL'S BROOK.

On the 8th July we advanced the remainder of the supplies, camp, etc., to an island near the mouth of Noel Paul's brook, near which we had to abandon one of our canoes which, from the difficulty of getting up the rapids, the sharpness of the rocks in the bottom of the river, and the non-intelligence of the persons conducting it, had been rendered totally useless. After having advanced about two-thirds of our provisions further up the river, I detached (on the 12th) seven men under the direction of Mr. Costigan (who had joined my party for the purpose of seeing the country, and who kindly offered to superintend), to forward provisions up the Noel Paul's brook, a distance of sixteen miles, for the purpose of supplying us when the line should cross the upper waters of that stream.

RED INDIAN LAKE.

On the 13th July, having advanced all our stuff up to the east end of Red Indian Lake, we encamped there, overjoyed at having got thus far towards the starting point of our work.

VICTORIA RIVER.

On the 14th, having proceeded to the mouth of Victoria river, and then having divided our provisions, on the 15th we proceeded with some thirty-three pieces, with the intent of making a cache some fifteen miles to the south of the river's mouth. From the extreme rapidity of the river, and the broken and rocky state of the shores, we, with much difficulty, got up some three miles, and then, its direction being nearly westward, we struck into the woods cutting a trail for the packers; at midday on the 17th we had reached about six miles south, where, to the utmost dismay of most of the party, we found the

WOODS ON FIRE

in the neighbourhood of the river behind us; and, the wind blowing fresh, considering it unsafe to proceed, I ordered all the stuff advanced to be brought back to a marsh in the centre of which, on a mound, we built a cache. The following day we returned to the mouth of the river. On account of being wind-bound we did not reach the head of

NEWFOUNDLAND RAILWAY SURVEY.

the lake until the evening of the 21st, when we encamped on the right bank of the

RED INDIAN LAKE.

near our point of departure or beginning of the survey. On arriving here most of the men were, as regards health, in good condition, but their boots and shoes were in a wretched state from the hard work they had gone through, wading, towing and lifting the boats and canoes in the extensive shoals and strong currents of the river, where in many places but light loads could be taken, rendering it necessary to go over the same ground two or three times.

TIMBER ON RED INDIAN LAKE AND EXPLOITS RIVER.

Before entering on the portion of this report relative to the survey, I would say a few words on woods met with coming up the river and lake by which we reached this point. I found the banks of the river of Exploits generally well timbered, apparently the same kind of timber on the shores of Red Indian Lake, and extending some miles up the various tributaries. Of the pine family, generally by botanists divided into thirteen generæ, containing a number of species, four of which are indigenous to Newfoundland, or, more properly speaking, to that portion through which I travelled, I noticed, first, the white pine (*pinus strobus*), nearly all along the banks of the Exploits, in some places in groves numbering hundreds of trees, some of which I have seen four feet in diameter, but generally under two and a half feet. In other places they are very scattered, a hundred trees extending over two or even three miles, and other places again they are totally absent. Second—The black larch of America (*lares pendula*), commonly known as tamarac, hackmatack, and in Newfoundland as juniper, sometimes called Newfoundland oak, is generally sparingly scattered along the river's bank, and with the exception of some few localities where they appeared more numerous and of considerable size, averaging 18. Third—white spruce (*abies alba*) and black spruce (*abies niger*) are generally plentiful, and according to the soil their dimensions will be increased or diminished. I saw some nearly three feet in diameter; the average would be over 15. Fourth—the silver fir (*abies picea*), known in Canada as balsam, and in Newfoundland as fir or var, is generally plentiful and of large dimensions, averaging eighteen. The

NEWFOUNDLAND RAILWAY SURVEY.

other woods, I noticed, were white birch and poplar, the former plentiful on the hills but not of large dimensions, the latter near the mouth of the river, and in some localities along its banks. Also white maple, mountain ash, known as the Roman tree. Nut hazel, cherry (cluster and wild), all these of small dimensions. Juniper (*juniperus communis*) a shrub of a pine family and ground hemlock, with many other berry-bearing shrubs, similar to those generally seen in Canada.

STARTED WORK.

On the afternoon of the twenty-second of July, the axes being handled and ground, I proceeded up the river some thirty-five chains west of the south-western extremity of Red Indian Lake, where I established a conspicuous boundary and bench mark on the right bank of the Red Indian River. Reduced level of 436·11 feet above sea, assuming the water surface of Red Indian Lake, as per Mr. Murray, four hundred and twenty-eight feet above the sea.

OUR OBSERVATIONS GIVEN.

Station 0·00 in latitude 48° 33' N., longitude 57° 07' 10'' W. The variation of the needle is 31° 23' west, which point of departure of traverse is twenty chains north of station sixty-six on approximate location line. Having examined and cross sectioned the country to the south of the traverse, taking the northern slope of the high mountains to the south of Red Indian Lake, crossing the Morison river at station one hundered and eighteen by a bridge sixty feet span and forty-five feet above water surface, we cross

COOK'S BROOK AND GULLY.

at station two hundred and ninety, by a bridge two hundred feet span, with abutments averaging seventy-five feet in height. Here we endeavoured to run up Cook's brook, but found the ascent so great towards Costigan Lake, that we had to abandon the idea which I had entertained from seeing the side hill country so broken up with gullies; also, from knowing that a more level tract existed to the south at Cook's brook. Here I saw indications of black lead (plumbago). The line still hugged the northern slope of the mountains to station five hundred, where on account of a range of hills one mile and a half distant, lying

NEWFOUNDLAND RAILWAY SURVEY.

directly across our course (astronomically east), which we failed to get over, the line had to follow the valley, extending nearly in a southern direction to station seven hundred and twenty, which is at the top of the hills that skirt the northern bank of the

VICTORIA RIVER.

This river is reached at station seven hundred and seventy by side hill ground, and spanned by a bridge of two hundred feet, with average height of abutments twenty-six feet. Thence generally over a pretty level country to station one thousand and forty, which distance terminates the extent of the southern watershed of Red Indian Lake. Up to this distance the timber met with was chiefly spruce, tamarac, balsam and birch, and a few white pine in the neighborhood of Red Indian Lake and Cook's Brook, the pine good and of large dimensions, the spruce averaging fifteen inches in diameter, the balsam good and pretty large, the birch not plentiful and of medium size. But little rock is visible, light and dark sandy loams, gravel and boulders being the general characteristics of the surface.

SOUTH WATERSHED.

At station one thousand and forty a height of land exists between the Red Indian Lake and waters flowing southward. Continuing from this in an east north easterly direction, keeping to the south of Quin Lake and north of Rogerson Lake (a fine body of water containing an area of about six miles), we reach the foot of the Rogerson Hills. We cross these hills in the lowest gap, the highest level of which is another height of land, station one thousand four hundred and eighteen, which divides the waters flowing into the Harpoon Brook, emptying into Exploits River, and those flowing southward.

TIMBER AND SURFACE.

This reach from station one thousand and forty to one thousand four hundred and eighteen, is not so well timbered as the former, half of it being marshes; the surface showing gravel boulders, sandy loam and some little rock; the woods, spruce, fir, tamarac and birch, averaging over one foot in diameter.

NEWFOUNDLAND RAILWAY SURVEY.

HARPOON BROOK WATERSHED.

Thence to station one thousand seven hundred and ninety includes the upper part of the country drained by the Harpoon Brook, Ambrose Lake here forming the chief catchment basin, being nearly four miles long. From the Rogerson hills the line takes a tortuous course, crossing the traverse in four different places, which materially lengthens it.

GREATEST DISTANCE FROM TRAVERSE.

Passing to the south of Beaver and Ambrose Lakes, generally taking side hill ground, the line passes over a height of land between Ambrose and Louis Lakes, the latter waters flowing southward, apparently into Noel Paul's Brook. This reach is pretty well timbered, some of the largest spruce, poplar and fir on the whole line being here, averaging eighteen inches in diameter. Boulders, loam, clay and gravel, with more rock than before, are seen from the surface; a portion of this distance is rough and broken.

NOEL PAUL'S BROOK WATERSHED.

From this, extending to station three thousand three hundred and two, is the height of land, one thousand feet above the sea, between Noel Paul's Brook waters, Great Rattling Brook waters and the waters flowing to the Bay d'Est. Most of this extent is more level than the preceding reaches. The first part on side hill ground and a down grade along the hills skirting the north bank of the Noel Paul's River to the crossing of the same by a bridge of eighty feet span, with abutments averaging forty-five feet in height; thence up the side hill along the right bank of the brook to the south shore of Lake Helen; thence taking a northerly course on account of the high range of hills lying in our course, going to the south of Carter Lake and skirting along the northern base of these hills, we get to a portion of some considerable extent, generally more level, but in many places covered with large boulders. We then cross the south-east branch of

NOEL PAUL'S BROOK

in two places, first by a bridge sixty feet span, and secondly, by one of forty feet at low levels. Thence through a slightly broken, barren country, with small groves of scrubby spruce, keeping to the south of

NEWFOUNDLAND RAILWAY SURVEY.

Whiteway and Shea lakes, where our course is changed more to the southward. At station three thousand two hundred and forty we get to the north east of a range of hills which run nearly north and south, thus reaching the height of land at station three thousand three hundred and two, before described. The timber in the last extent is generally of inferior quality and size. Some few pine were seen on the banks of Noel Paul's brook; also, spruce, fir, tamarac and birch; the spruce in many places very scrubby. Most of this extent is covered by lakes and ponds, and a portion burnt over. Large boulders, gravel, sandy loam and rock forming the surface.

DIVIDE BETWEEN WATERS FLOWING NORTH AND SOUTH.

After leaving the height of land, the line makes a detour to the southward, passing down the valley of a stream which empties into Gulph Lake, the traverse being about seventy chains to the north, which lengthens the line here about two miles. This deviation is unavoidable, for it is the only ground by which we can get grade or escape the lakes and rough country to the north and south. Thence following the height of land between Atlantic Lake, two and a half miles long, and Gulph Lake, four miles long (the former discharging its waters by the Great Rattling brook into the Exploits, the latter emptying into the Baie d'Est), on a narrow neck of land three hundred and fifty feet wide. We then rise to the eastward over marshes and barrens, with some timbered land between, to station three thousand six hundred and fifty, where we reach a generally undulating country to the base of

FOX HILLS,

station four thousand and forty, and the centre of a gap in the summit of which we reached at station four thousand one hundred and ten. Most of the timber of this section is short, scrubby spruce, and but little large sized timber exists, but there is also fir (balsam), tamarac and some birch. Marsh and open barrens occupy a great deal of this section. Near station three thousand five hundred and ninety we saw indications of iron ore. The surface here generally is gravel, boulders and sand with rock.

GANDER RIVER.

From the summit of the Fox Hills the line descends diagonally their southern slope, and reaches the base at station four thousand four

NEWFOUNDLAND RAILWAY SURVEY.

hundred and twenty, continuing through a marshy descent to the head of the hill leading down to the Gander River, at station four thousand five hundred and ten. Descending this hill to station four thousand five hundred and eighty, we here, on account of shortness of provisions, ran our traverse to the Gander River. The location line is shewn, run along the side hill to the same distance as the termination of the traverse.

DISTANCE OF UNFINISHED PART OF LINE.

Mr. Costigan, who came through from the end of Mr. Lynch's line to the end of my line, estimates the distance at about sixteen miles, the termination of my line being about five miles above the mouth of Gull Brook, by the valley of which stream he considered Mr. Lynch's line might be connected with mine.

The hills on the north side of the Gander River have a fair amount of timber on them, and also on the southerly side of the Fox Hills: spruce, tamarac, fir and birch average over one foot.

COUNTRY, TIMBERED AND OTHERWISE.

The extent of timbered country passed over was 3362·20 chains—63⅔ miles. Partially timbered 400·00 chains—7·57 miles; and open marsh and barrens, 914·00 chains—17·31 miles. Having

FINISHED OUR LINE

on the 2nd October, we established a bench mark and planted a large post on the left bank of the Gander River, the distance by traverse from the starting point being 4516·11 chains, or 85·53 miles. The reduced level of the final B. M., No. 207, being 380·62 feet.

STARTED FOR BAY D'ESPOIR

The third of October being Sunday we rested, and started homeward on Monday, some of the men nearly naked and shoeless, and not having a particle of meat or salt for some days back. We all felt overjoyed to start for Bay D'Espoir, which we reached on the evening of the

NEWFOUNDLAND RAILWAY SURVEY.

seventh day. Having telegraphed for a steamer to St. John's we proceeded to Gaultois and from thence by schooner to Harbor Breton, which we reached on the morning of the fourteenth.

GOT TO ST. JOHN'S.

The steamer *Cabot* coming in about midday, we embarked on board and reached St. John's in the afternoon of the fifteenth.

I have much pleasure in mentioning the names of Mr. Quin, Mr. Morison, Mr. Morris and Mr. Stares (my commissariat officer), by whose attention to orders and energy this difficult survey was advanced, forwarded and brought to a successful termination.

I am, Sir,

Your obedient servant,

W. A. AUSTIN, P.L.S., C.E.,

Engineer-in-Charge.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT, DIVISION B.

STATEMENT OF DISTANCES.

Red Indian Lake to Gander River.	Length in chains.	Length in Miles.
Length on air line	3827·00	72·48
Length by traverse	4516·11	85·53
Length by approximate location	4610·20	87·31
Air line shorter than traverse	689·11	12·05
Approximate location longer than traverse	94·09	1·78
Length of straight on approximate location	3310·20	62·61
Length of curve on approximate location	1300·00	24·70
Note.—Maximum grade—1·20 per 100		
Maximum curve, 6°, but one 7°		

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

STATEMENT OF GRADES ON APPROXIMATE LOCATION.

Station 0·00 to Station 4610·20 Red Indian Lake to Gander River.	Length.		Percentage of total length.
	Chains.	Miles.	
Level	1088	20·48	32·72
0·50 per 100 and under	537	10·05	11·50
Over 0·50 and under 1·00 per 100	901	17·32	21·50
1·00 per 100, or 52·80 feet per mile	692	13·10	14·81
1·20 per 100, or 63·36 feet per mile	1392	26·36	28·47
Totals	4610	87·31	100·

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

AVERAGE EARTH AND ROCK QUANTITES.

No. of Miles.	Red Indian Lake to Gander River.	Earth.	Rock.
20	Heavy work per mile	24,300	2,700
68	Light work per mile	9,500	500
	Average per mile	13,250	1,000
88·31	Total Quantities	1,170,000	88,360

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

STATEMENT OF MASONRY STRUCTURES.

Red Indian Lake to Gander River.			Masonry.		
No.	Description.	Size.	1st Class.	2nd Class.	
56	Box Culvert	3x3			
2	Box Culvert	3x4			
43	Box Culvert	4x4			
1	Box Culvert	4x5			
3	Box Culvert	5x5			
3	Box Culvert	5x6			
2	Box Culvert	6x5			
11	Box Culvert	6x6		13,200	704
1	Box Culvert	6x8			
2	Double Box Bulvert	6x5			
3	Double Box Culvert	6x6			
5	Beam Culvert	10			
1	Beam Culvert	12			
1	Beam Culvert	15			
4	Bridges	20			
3	Bridges 1 of	30			
	Bridges 2 of	40			
4	Bridges 1 of	50	10,400		
	Bridges 3 of	60			
1	Bridge	80			
1	Bridge	200			
147	Total		10,400	13,200	704

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

STATEMENT OF TIMBER STRUCTURES.

Red Indian Lake to Gander River.				Quantities.						
Description.	Fill.	No. of Structures.	No. of Bents.	Timber.	Wrought iron	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.	Excavation.
				C. Feet.	Lbs.	Lbs.	B. M.	B. M.		
Trestle Bridge	2 4	27	54	10,800	1,350	270				
Trestle Bridge	6	23	92	22,540	4,600	690				
Trestle Culverts	8	14	52	14,840	2,800	420				
Trestle Culverts	10	21	84	23,100	4,200	630	44,000	4,400		
Trestle Culverts	15	23	138	40,940	4,600	690				
Trestle Culverts	20	17	136	45,560	3,400	510				
Trestle Culverts	25	3	24	10,200	600	90				
Trestle Culverts	30	5	50	22,900	1,000	150				
	Span.									
Bridge	20	4								
Bridge	30	1								
Bridge	40	2								
Bridge	50	1	.....	Howe	Truss	supers	tructure.	.....	8800	
Bridge	60	3	.....	820	L. feet					
Bridge	80	1								
Bridge	200	2	.....	Masonry used.						
Totals	.....	147	.....	190,880	22,550	3450	44,000	4,400	8,800	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

APPROXIMATE QUANTITIES.

Station 0·00 to Station 4610·20—87·31 miles. Red Indian Lake to Gander River.

Masonry Bridges and Culverts.	Quantities.	Remarks.
Clearing, acres	1,148	
Close cutting, acres	265	
Grubbing, acres	88	
Fencing, lin. feet		
Earth excavation, c. yards	1,170,000	
Rock excavation, c. yards	88,000	
Under drains, lin. feet	44,000	
Riprap, c. yards	6,160	
1st class masonry, c. yards	10,400	
2nd class masonry, c. yards	13,200	
Paving, c. yards	706	
Howe truss, 2 spans	40 ft.	
Howe truss, 1 span	50 ft.	
Howe truss, 3 spans	60 ft.	
Howe truss, 1 span	80 ft.	
Howe truss, 2 spans	200 ft.	
Timber, lin. feet	2,000	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

INTERIOR DISTRICT—DIVISION B.

APPROXIMATE QUANTITIES.

Station 0·00 to Station 4610·20—87·31 miles. Red Indian Lake to Gander River.

Timber Bridges and Culverts.	Quantities.	Remarks.
Clearing, acres	1,148	
Close cutting, acres	265	
Grubbing, acres	88	
Fencing, lin. feet		
Earth excavation, c. yards	1,170,000	
Rock excavation, c. yards	88,000	
Under drains, lin. feet	44,000	
Riprap, c. yards	6,160	
1st class masonry, c. yards	4,000	In high bridge.
Cribwork, c. yds	8,800	Including stone filling.
Timber, lin. feet	190,880	
Wrought iron, lbs.	22,550	
Cast iron, lbs	3,450	
Softwood plank, b. m	44,000 ft.	
Hardwood plank, b. m	4,400 ft.	
Howe truss, lin. feet	820	

NEWFOUNDLAND RAILWAY SURVEY.

Report of Party A. Western Interior District, St. George's Bay. Engineer-in-Charge, Thomas Ramsey, Civil Engineer.

OTTAWA, April 3rd, 1876.

SANDFORD FLEMING, ESQ.,

DEAR SIR,—Having been employed in charge of a party on the the Newfoundland Railway Survey during the past summer, and having the plans and sections now completed, I beg leave to submit the following

REPORT.

According to your instructions I reported myself to A. L. Light, Esq., C.E., at Halifax, on the second of May last, and on the first day of June left St. John's, Newfoundland, with a letter of instructions from Mr. Light, to the following effect:—

That I should take my party, then organized, to St. George's Bay, and there commence a preliminary survey for a Railway from St. George's Harbor to the south-west angle of Red Indian Pond by the neawest practicable route, and there, if possible, connect with the work of party B, under Mr. Austin.

That I should keep as near as I could to a country where a line could be located with maximum grades of sixty feet per mile, and curves with a maximum deflection of 5° per hundred feet.

That I should notice every thing of interest respecting the physical features of the country and its adaptability to farming, lumbering, or mining operations, as well as the character of the climate.

And, that after completing this preliminary survey, I should get my party back to St. John's to assist in completing a portion of the survey that extends through the district of Avalon.

NEWFOUNDLAND RAILWAY SURVEY.

Myself and party arrived at St. George's Bay on the fourth of June, when I found myself at the entrance of what was believed to be a difficult, and which was to me, an unknown country, without a guide (having failed to get the services of two Indians recommended by Mr. Murray as having some knowledge of the country).

The greatest difficulty in executing the survey I believe to be the supplying the party with provisions, and this induced me to take my supplies at first as far as I could find water to float them, which was the head of the tide at St. George's River, about eleven miles from the Harbour.

The river St. George, as far as I could judge, was the largest stream running into the bay, and probably the most directly in our course, and would be likely to give a longer distance in which to gain the high land than a smaller stream.

I preferred to begin here at the head of the tide, in order that I might get an early connection with the other division of the survey in the long days and fine weather.

Hence we took our departure and followed the St. George's River as far as it kept near our course. In fact there was no possibility of leaving the valley after we were once in it, until within three or four miles of where we did so, and I felt very much relieved to find a pass that would let us out in the direction we wished to go.

After leaving the valley of the St. George, I followed the shore of Paddle Lake about three miles, The water from it runs into the Red Indian (or Exploits) river; but the course of this water was very much out of our direction, and, the ground looking favorable, I kept a direct course. This, I afterwards found to be an error, as the ground did not turn out as well as it looked.

By great exertions we reached the banks of Red Indian river on the 14th of August; and here I had the misfortune to lose my leveller, R. N. Light, Esq., through his ill-health. This crippled my operations considerably; still I succeeded in getting a connection with division B on the 18th, four days later, the distance chained being two thousand nine hundred and sixty-five stations, or fifty-six miles.

NEWFOUNDLAND RAILWAY SURVEY.

Part of this first and most direct line being nearly impracticable, I made about sixteen miles of a new line further south, making connection with the first line at station one thousand seven hundred and eighty-two on the traverse at the outlet of Paddle Lake. I also made such other loop-lines and cross sections as the extent of our provision would allow whilst returning to the mouth of St. George's river, where we arrived on the 8th of September.

From the mouth of St. George's river I ran westward a distance of five hundred and eighty chains and terminated at what is called Seal Rocks, but it is marked on the Admiralty chart Turf Point.

Here, while waiting for the boat to take the party back to St. John's, we ran some loop lines and shore traverse. Our total work on this division was ninety-three miles of levels and ten miles of shore traverse.

This was completed on the 25th September, when the party left for St. John's.

On the plan submitted, I have shewn the traverse lines by fine red lines, and the distances are marked in black figures, and in the direction in which they were actually chained, some being eastward and some westward. The line of approximate location, as far as my present knowledge would enable me to judge, I have marked by a heavy *red* line, and the distances are written in red both in chains and miles, continuously from St. George's harbor eastward. In this direction I will endeavor to give some description of the country, premising that there are two sets of sections shewing the levels; the one showing the ground where the actual levels were taken has the distance marked in black figures, the other section with distances marked in *red* figures is intended to represent the ground marked by the heavy red line on the plan; but there are no actual levels. The measurements taken enable me to know that the grades represented can be obtained; the quantity of work may vary, but I think the estimate I submit will cover the uncertainty.

Seal Rocks, where I think must be the western terminus of the road, and where our measurements, as marked by the red figures begin, is on the eastern side of the harbor, opposite or south-west from the harbor point. From the position of this point, as given in Norie's

NEWFOUNDLAND RAILWAY SURVEY.

Navigation, Seal Rocks is in latitude 48° 25' 32", and longitude 58° 24' 04". It is near the anchoring ground, and is said to be the best, in fact the only landing harbor on this shore. West of this the bay is very shallow, and further east is much exposed to the north-west wind. Where I have marked the line across the cove I purpose the road to be made on a wharf, where I believe the small craft of the shore could land. Of course a deep water wharf would have to extend further into the harbour, and it is not included in the present estimate, being an item belonging to the whole road, rather than to one division of it. I was informed that the deepest water was not far from this shore, but I took no soundings.

From Seal Rocks the land rises rapidly to a pleateau of from sixty to eighty feet above the tide, and this plateau makes out to the shore in a bold slipping bank composed of clay and gravel, and about two miles eastward is cut through by the Barachois River. The railway must either follow the foot of the bank at the edge of the water and be protected by riprap, or else gain the plateau and cross the Barachois River with a high bridge and heavy bank. I have drawn my proposed line on the first named route, but further knowledge may show that on the pleateau to be the best. Either is practicable.

After crossing the Barachois River and gaining the plateau the line passes over even but peaty ground, descending easily into the valley of Bog Brook, which valley it follows to its summit, which is five hundred and twelve stations from Seal Rocks and one hundred and seventy-five feet above tide. A further distance of ten miles, with a descent of eighty-two feet over sideloug and some rather uneven ground, brings us to the bank of the St. George's River.

A lower line might be found by following the shore, but it is not so direct, and I am inclined to think it would not be so cheap.

For eight miles after crossing the Barachois River the land through which we passed, and south as far as I could see anything of it, as well as north to the bay (or river), was generally free from rocks, and what was not peaty could be fairly cultivated, although I could not call it good land.

There had been many pine trees on the higher ridges, but the timber has all been burnt, and there is now little of value.

NEWFOUNDLAND RAILWAY SURVEY.

The St. George's river, at or near its month, is a stream of from two to four hundred feet wide; the first four miles are too shallow and rapid for boats, making an ascent of one hundred and sixty feet in that distance. The next eight miles only rises sixty-eight feet, or eight and a half feet per mile, and has fair boating at a good pitch of water, but the channel is wide and soon gets very shallow.

Up to this point, although the land on either side of the river, within a mile of its shore, and often much less, attains an altitude of eleven hundred or twelve hundred feet, still there is flat ground enough for a road between the stream and the steep bank.

At sixteen miles from its mouth the river has attained an elevation of three hundred and fifty feet above the sea, and the next seven and a quarter miles has a mean rise of one in a hundred, attaining an elevation of seven hundred and thirty-five feet above tide. Here the banks are rough and jutting out into the river, sometimes making it difficult to maintain a grade at the required height; this is the worst part of the line.

Above this the river still continues to rise rapidly, but the shores are more level, and at twenty-six miles from its mouth we find the river issuing out of Silver Lake, a sheet of water about two miles long and a half mile wide, being eight hundred and twenty feet above the sea.

On the first ten or twelve miles from the mouth of the river there are some small pines, from fifteen to eighteen inches or perhaps more in diameter, growing on the slopes; they are not numerous, and above this they disappear.

The shores of the river all the way, except a few spots on the last three miles before reaching the lake, are covered with wood, the spruce and balsam, with a few white birches, ranging from four to eight inches diameter, rarely exceeding that; quite tall near the river, but decreasing in length as the altitude increases, the top of the country being generally bare.

The extent of wooded ground rarely reaches a mile from the river, and sometimes not more than half that distance.

NEWFOUNDLAND RAILWAY SURVEY.

There are a few spots of alluvial land, but they are so small and difficult to get at that they are of little value.

The valley of Stag Brook, by which we left the river St. George's water, is so steep that I had to mount the side-hill ground all the way round Silver Lake, to enable me to reach the summit with a reasonable grade. At station two thousand one hundred and thirty-five from Seal Rocks we reached the summit which, after allowing for a cut of twenty-five feet, will be one thousand and eighty-seven feet above the sea—having, in seven hundred and fifty stations, made an ascent of seven hundred and fifteen feet. This very long continuous grade forces the line into rougher ground than might be found in the valley lower down.

From the summit, thirty-six feet of a descent, after allowing for the cut, brings the line to the shore of Paddle Lake, a sheet of water about four miles long and half a mile wide. The line follows the south shore to the outlet, having high broken ground to the right. This outlet, at about station two thousand three hundred and fifty, is the point of junction of the two lines previously referred to. The last line follows near the south shore of the next (Cache) lake. It is about three miles long and nearly one and a half miles wide. The shore is tortuous and the land high, requiring a very curved line and heavy work. There is nearly half a mile of river connecting Cache and Bottle lakes. The line crosses this river, following the north shore of the first Bottle lake, recrossing at the narrows between the two Bottle lakes, and following the south shore of the second Bottle lake.

A line on the north of the second Bottle lake would either have to lose distance or pass over higher ground than the present line between Bottle lake and Gooseberry brook. But it is possible that a line might keep south of first Bottle lake without much increasing the distance, and save two bridges as well as some heavy work.

Thus far the line has followed the waters of Red Indian river ten and a half miles, and only made a descent of ninety-five feet. The course of the water is, I may say, the only practicable route the country affords, and there is not much choice of ground, or rather the choice is confined to very narrow limits.

NEWFOUNDLAND RAILWAY SURVEY.

In these ten and a half miles the country is thickly wooded, but the wood is almost confined to spruce and balsam. Between this point and the head of St. George's River there appears to be a good deal of wooded country, but the wood is all of the same character; the best of it will make sleepers, but it will require the best. The land is hard and stony with scant soil, indeed in many places none.

From the outlet of the second Bottle Lake there is nearly two miles of partially open ground, but this is all, except a few small spots from the mouth of St. George's River to Red Indian lake.

Gooseberry Brook, coming in from the north, makes a rather deep valley between Bottle Brook, and Red Indian River, and will require a pretty heavy fill and a crooked line. A further exploration might improve the line, but I think it is necessary to get it on the face of the bank of Red Indian River as soon as possible, in order to attain a low level before reaching Otter Brook, which is the only serious break in the bank from where the line strikes the river to the narrows, where I propose to cross it.

The traverse line runs almost square down the bank to the shore of the Red Indian River, and follows the north bank, sometimes on flat ground and sometimes on the beach, when it ought to have been on the side of the bank; but my stay here being limited by the amount of provisions I had, I preferred to gain what knowledge I could of the general features of the country rather than delay by going too much into detail.

After following the north shore of the river for about eleven miles the survey crossed were the river was broad and shallow; but lower down the high rocky banks approach each other within a little over one hundred feet, and although the direction is bad, I think it may be possible to cross with a span of not more than one hundred and eighty feet. It will be necessary to have the bridge high in order to get a practicable approach without very heavy rock cutting. Indeed the river is so straight and the banks so high, it makes it difficult to get an approach at all.

A little over a mile from the narrows we found the post left at the beginning of Division B, at the still water of Red Indian Lake.

NEWFOUNDLAND RAILWAY SURVEY.

This post is by the first line we chained :

From Seal Rocks.....	3544·5	chains.
By the second line.....	3585	"
By air line N. 8° 20' E.....	3529	"
By the approximate location.....	3557	"
Increase over air line.....	428	"
Increase per cent. of air line.....	13½	"

Taking Norie's latitude and longitude of the Seal Rock, and our traverse, it would make the latitude of this post 48° 33', and longitude 57° 7' 10".

The Red Indian River, or that part of it followed by our line, is remarkably straight. On this stretch it will average over three hundred feet wide. It is a fair river to boat on in rainy weather, but must become difficult in a dry season ; judging from the ice marks, both it and the St. George's River must be subject to high freshets in the spring, and sometimes ice jams. Its banks rise from three hundred and fifty to nine hundred feet above the stream. The foot of the bank on the south side is generally very close to the water, and is in some places too steep to bear timber. The north bank is well wooded with the usual species of spruce, fir, and white birch and some pine. Near the river it is very tall, decreasing in height towards the top of the bank, but it is no where large. The pine does not grow beyond the top of the bank, but there would be enough, I should think, for the purposes of the Railway construction in that vicinity. There appears to be nothing of value on the south side. I could see the mural face extending up river ten or more miles above the highest point of our line, and from the top of the bank the country looking southward was the hardest I had seen.

The road must follow on the slope of the north bank about five and a half miles. No doubt this will give pretty heavy quantities, but the next six and a half miles will be easy, so that I think that the station on the Red Indian River will not give a much higher average than the other portion of the line, at least not much more than the general average of the St. George's river.

NEWFOUNDLAND RAILWAY SURVEY.

On the first line I ran from station one thousand seven hundred and eighty on the traverse (corresponding to two thousand three hundred and fifty from Seal Rocks), to two thousand six hundred and fifty at Red Indian river. I have made a dotted line on the plan indicating where I think a possible line might be found, but it would pass over a summit about one thousand three hundred feet above the sea, and that summit is only five miles from Red Indian river, which at that point is but five hundred and twenty-five feet above tide.

On that line I think smoother ground would be found on the north side of Paddle Lake than on the south, and some heavy work would be saved at the summit between St. George and Red Indian waters; and I think a fair line might be found to the highest summit; but from that point I believe the best that can be done would be to obtain a grade of eighty feet per mile for seven miles, and then a grade of 1·00 per 100, or fifty-three feet per mile, for five miles more to the bridging place.

Otter Brook, which this line would follow, runs in an up-stream direction for some distance, coming into the main river at a very acute angle, in which angle is Red Indian Look-out, a peak one thousand five hundred and fifty feet above the sea, and its top only about a quarter of a mile from the stream. It would thus require both a very long curve of small radius, and very heavy work to get to the side bank in a direction to go down river.

On this line and to the north and west of it, there is much open ground, and in places I think must attain an altitude of from one thousand six hundred to one thousand eight hundred feet above the sea; but south of this line, and up to our south or adopted line, the land that is not covered with water seems to be covered with woods of the common description. There are doubtless some openings, though unobservable from any position from which I could get a view of the country.

Although this line did not turn out so favourable as I could have wished, yet the survey has added to our knowledge of that section. It has proved beyond dispute, that no line north of the Valley of Paddle and Bottle Lakes can be found so good as the line in that valley; and I think it has shown that a passage could be found here between the Red Indian River and the Humber, if it was wanted. The lowest

summit on this passage would be by the way of Bottle Lake and passing between Cache and Gull Lakes, but it would be very much longer to Red Indian Lake than by way of Otter Brook.

The general character of the rocks is the same on the whole of this division: a hard quartzite rock, but I think generally not a true granite; it will be hard to work, without being good for building purposes. Although the rock is almost always near the surface, it is not much exposed, except where a fire has been, being generally covered with peat, moss or debris.

We saw no indications of mineral, except that the compass needle was much affected for a distance of six or eight miles.

As to the question of general route between the given points, Seal Rock and south-west angle of Red Indian Lake, I think it is hardly possible that a better line can be found than that indicated on our plan (No. 6). That it is the most direct, there can be no doubt. There is a watershed crossed by our first line, near station one thousand nine hundred and fifty on the traverse; it is some feet lower than our actual summit, but I think it connects with the Humber and is that above referred to. If these waters should be found to belong to St. George's River, (which I do not think possible), about thirty or forty feet in summit height might be saved, but it must make a large increase of distance to get back to Bottle Lake, or else contend with all the difficulties on the line by Otter Brook.

It may be barely possible that the valley of the Barachois River is smoother than that of the St. George's River, but the Red Indian River could not be reached from the Barachois without crossing the head of the St. George, thereby having two summits in place of one; and I do not think it possible to find any summit between St. George and Red Indian River and south of our line as low as that passed over. Hence, it being impossible to shorten the distance, and hardly within the range of possibility to improve the grades, there is but small chance of being able to improve the general route, although room for "any amount" of labour and skill in detail.

There is good *ballast* about the Barachois river, on the St. George's river about six miles from its mouth, and about nineteen miles from the mouth of the river. It is all on the south side. I have no doubt some

NEWFOUNDLAND RAILWAY SURVEY

will be found on Red Indian river, near the stream, but I saw no indications anywhere on the high land, so that the chances are that ballast will have to be hauled up hill, and sometimes probably long distances.

Ties of spruce and fir (balsam) will be found generally not very far from where they are wanted. I saw no tamarac worth speaking of, and the timber is generally too small for any other purpose than ties and the temporary work of construction.

It is said, and my own observations confirm it, that on the higher plains the snow drifts very much and forms high banks on the bushes or woods that it meets. Along a good deal of this line the woods are tall enough to form a shelter, while they can be preserved; but I fear if the woods are killed or taken away it may be difficult to protect a road in those deep valleys. I suppose the snow would be blown from the plains into the bottom of them. It might make a great difference on which side of the valley the road was located, but on the Red Indian River there is absolutely no choice, and the St George is not a great deal better.

I have great difficulty in forming an estimate both of work and cost, upon which I can myself put faith. The country is new to me, and I could not form so good a judgment as in a country I was more accustomed to. There is also a great difficulty in getting a service road into the country; I feel doubtful about getting a summer road at all.

I have used my judgment in getting the best average I could of quantities; and I have used all the care possible, but the work must depend a good deal upon the grades and curves adopted. The grades that I have put upon the sections are 1 per one hundred (52·8 feet per mile), except in one place where it is 1·20 per one hundred. Less grades than this cannot be got; but in some places, by making them steeper, the work might be lightened. Going eastward the total rise is one thousand three hundred and forty-two feet, and the total fall eight hundred and twenty-four feet. The length of up grade in the same direction is 36·74 miles; of falling grades 23·84 miles, and of level 6·77 miles.

I have put in 5° curves (radius, one thousand one hundred and forty-six feet) in a few places where it will be nearly impossible to avoid

NEWFOUNDLAND RAILWAY SURVEY.

them. There are a good many 4° curves, and the total amount of curvature of 7° per mile is very large, but the amount of tangents, 2094 chains (39·66 miles), or nearly 59 per cent, is more than I expected to find in such a country, and is not likely to be increased.

A series of tables one to eight, are annexed, in which the various matters of estimate are given together. I have charged thirty cents per cubic yard for embankment, which is high, but I think not too high for the work and country. The cuttings are made light to avoid deep rock cuts as much as possible. The rock is hard and likely to be expensive; I have put it at $1.50 per cubic yard, but I have not deducted it from the total embankment, which is thirty cent more, making $1.80 per rock taken out of the road and put into bank.

The culverts of masonry I have marked and estimated large in size, thinking that the water must sometimes come down in large quantities.

In the tables there is an estimate for the cost of a road with culverts of masonry, and also for a road with trestle work in place of masonry; but there are three large bridges, two of them high (fifty feet), for which masonry is estimated in both cases. The use of timber only gives a saving of not quite $3000 a mile.

The road with masonry culverts being.....	$26,862
And with timber culverts.....	23,892

There is so little timber serviceable for structures to be found near where it would be wanted, no roads, and no means of getting it but by hauling long distances, that I can hardly think the use of timber to be recommended except very sparingly.

According to the above estimate per mile, the 67·3 miles from St. George's Harbor to the end of my division is,—

With all masonry.....	$1,807,812
With timber culverts.....	1,607,632

NEWFOUNDLAND RAILWAY SURVEY.

This distance of 67·3 miles ends at station three thousand five hundred and fifty-seven on my approximate section, which would be some distance at right angles to the general course of the line from Mr. Austin's post where his traverse began, but would correspond with station sixty-six on the approximate section of division B.

The plan and section of this division A are marked No. 6 in the series, being the most western division.

The general results of the survey of this division, as well as the estimates, are exhibited on the accompanying sheets in a tabulated form.

I purpose to further report at the earliest possible day, giving the results of the survey in the district of Avalon in the meantime.

I am, Sir,

Your most obedient,

THOMAS RAMSEY.

NEWFOUNDLAND RAILWAY SURVEY.

List of Tabulated Statements for Western Interior District.

No. 1. Statement of lengths and curves.
2. Statement of grades.
3. Statement of embankment and rock excavation.
4. Statement of masonry structures.
5. Statement of timber structures.
6. Approximate quantities with masonry structures.
7. Approximate quantities with timber structures.
8. Statement of streams crossed.

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

STATEMENT OF LENGTHS AND CURVES ON APPROXIMATE LOCATION.

Deflection.	Radii.	Degrees of curvature.	Degrees per mile.	Length.		Percentage of whole.
				Chains.	Miles.	
1°	57·30	116	.....	115·60		
1½°	38·20	200	.....	132·80		
2°	28·65	593	.....	296·50		
2½°	22·92	139	.....	55·80	27·69	41·22
3°	19·10	1615	.....	531·30		
3½°	16·37	200	.....	57·00		
4°	14·33	814	.....	203·50		
5°	11·46	350	.....	70·00		
	Tangent	.....	.....	2094·50	39·66	58·88
		4027	70¼	3557·00	67·35	100·

Length of first traverse.....	3544·50	67·11	
Length of second traverse	3585·00	67·89	
Length of air line.....	3129·00	59·26	
Increase of location over air line.....	428·00	8·10	13·64

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

STATEMENT OF GRADES ON APPROXIMATE LOCATION.

Station 0 to Station 3557. St. George's Harbor to Red Indian Lake	Length.		Percentage of whole.
	Chains.	Miles.	
Level	357·50	6·77	10·05
0·50 per 100 and under	1835·50	34·76	51·60
1·0 per 100 and under to 0·50 per 100	1314·00	24·88	36·94
1·20 per 100	50·00	·95	1·41
Totals	3557·00	67·36	100
Distance rising eastward	1940·50	36·74	
Distance falling eastward	1259·00	23·84	
Level	357·50	6·77	
	3557·00	67·35	
Total rise eastward	1342 feet		
Total fall eastward	834		
Difference	508		

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST GEORGE'S BAY DIVISION A—PLAN AND SECTION No. 6.

STATEMENT OF EARTH AND ROCK EXCAVATION.

From St. George's Harbor to Red Indian Lake. Road bed 17 feet—cuts 22 feet.

67·35 miles.	No. of Miles.	Cubic yards per mile.	Earth.	Rock.
Light work	20	15,000	300,000	
Heavy work	35	38,500	1,347,500	
This portion taken by average of other two	12	31,000	37,200	
General average of rock	67	5,000	.....	335,000
Total	.....	.....	2,019,500	335,000
Mean	1	30,000	.....	5,000

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

STATEMENT OF MASONRY STRUCTURES.

St. George's Harbor to Red Indian Lake—67·3 miles.

Structures.	No.	Size.	1st Class.	2nd Class.	Paving.
			C. yds.	C. yds.	C. yds
Box Culvert	60	3x4			
Box Culvert	25	4x4			
Box Culvert	16	4x5			
Open Culvert	6				
Beam Culvert	6	.....	8,100	18,900	1350
Bridges	4	30			
Bridges	2	50			
Bridges	4	60			
Bridge	1	160			
Bridges	2	180			
Total	.....	.....	8,100	18,900	1350

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

STATEMENT OF TIMBER STRUCTURES.

	Fill.	No. of Structures.	No. of Bents.	Timber. C. Ft.	Wrought iron.	Cast iron.	Soft wood plank.	Hard wood plank.	Cribwork.
Trestle Culverts	2	13	26	5,200	650	140			
Trestle Culverts	4								
Trestle Culverts	6	20	80	19,600	4,000	600			
Trestle Culverts	8	22	88	23,320	4,400	680			
Trestle Culverts	10	10	40	10,920	2,000	300			
Trestle Culverts	12	12	88	24,000	4,400	660			
Trestle Culverts	15	10	60	17,800	2,000	300			
Trestle Culverts	20	12	96	32,600	2,400	380	50,000	8,000	5,000
Trestle Culverts	25	1	8	3,400	200	40			
Bridges	12	2							
Bridges	15	2							
Bridges	20	2							
Bridges	25	2							
Bridges	30	1							
Bridges	40	1							
Bridges	41	1							
Totals	.....	121	486	136,840	20,050	3,100	50,000	8,000	5,000

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST GEORGE'S BAY DIVISION A.—PLAN AND SECTION No. 6.

APPROXIMATE QUANTITIES. MASONRY STRUCTURES.

Seal Rocks to Red Indian River. 67·35 miles.	Quantities.	Remarks.
Clearing, acres	942	
Close cutting, acres	67	
Grubbing, acres	168	
Fencing, lin. feet	113,000	
Embankment, c. yards	2,019,000	
Rock excavation, c. yards	336,500	
Under drains, lin. feet	101,000	
1st class masonry, c. yards	8,100	
2nd class masonry, c. yards	18,850	
Paving, c. yards	1,350	
Riprap, c. yards	2,350	
	Span.	
Bridge superstructure, 2 of	180 ft.	
Bridge superstructure, 1 of	160 ft.	
Bridge superstructure, 4 of	60 ft.	
Bridge superstructure, 2 of	50 ft.	
Bridge superstructure, 4 of	30 ft.	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

APPROXIMATE QUANTITIES, TIMBER STRUCTURES.

Seal Rocks to Red Indian Lake. 67·35 miles.	Quantities.	Remarks.
Clearing, acres	942	
Close cutting, acres	67	
Grubbing, acres	168	
Fencing, lin. feet	113,000	
Embankment, c. yards	2,019,000	
Rock excavation, c. yards	336,500	
Under drains, lin. feet	100,950	
1st class masonry, c. yards	3,400	
2nd class masonry, c. yards	5,000	
Timber for culverts, lin. feet	136,840	
Wrought iron, lbs.	20,050	
Cast iron, lbs	3,100	
Softwood plank, feet, b. m	50,000	Board measure,
Hardwood plank, feet, b. m	8,000	
Cribwork, c. yds	5,000	
Bridge superstructure, lin. feet, *vide* last table	980	

NEWFOUNDLAND RAILWAY SURVEY.

NEWFOUNDLAND RAILWAY.

ST. GEORGE'S BAY, DIVISION A.—PLAN AND SECTION No. 6.

STATEMENT OF BRIDGES

Between St. George's Harbor and Red Indian Lake.

	Miles from Seal Rocks.	Span.	Height.
		Feet.	Feet.
Barachois River	2	160	30
Bog Brook	8	30	15
Deer Brook	17	30	15
South Branch St. George	23	60	20
St. George River	29	180	50
Eagle Brook	31	40	25
Carter Brook	34	30	20
Cache Brook	47	60	40
Paddle Lake Narrows	49	60	12
Bottle Brook	51	60	12
Gooseberry Brcok	54	30	25
Otter Brook	59	50	45
Red Indian River	66	180	50

FISHERIES.

Notes on the Northern Labrador Fishing Grounds, by H. Y. Hind.

St. John's,
8th November, 1876.

Sir,—

I have the honor to submit for the information of His Excellency, the enclosed "Notes on the Northern Labrador Fisheries."

Since the sketch Charts illustrating these Notes were sent to you in September last, I have had the opportunity of seeing and studying Commander Maxwell's Chart of the Labrador from Sandwhich Bay to Nain, published during the past summer. This most valuable and timely addition to our knowledge of the Labrador Coast, will serve to illustrate the accompanying Notes respecting its Fisheries, and form to a cetain extent, the basis of future enquiry into the resources of these Northern Seas.

I am convinced that investigations extended over another season, and having the study of the Fisheries as far as Cape Mugford or Cape Chudleigh in view, would lead to the acquisition of information of great value to the commercial interests of Newfoundland, if pursued in a scientific manner, and the deductions compared with the known results of similar enquiries on the Coasts of the United States, the Dominion, and Northern Europe.

I have the honor to be,

Your obedient servant,

HENRY Y. HIND.

The Hon. F. B. T. Carter, M.E.C.,
Attorney General.

FISHERIES.

Notes on the Northern Labrador Fishing Grounds.

The Fishing Grounds on the Atlantic Coast of the Labrador, as far North as Sandwich Bay, have been occupied to a greater or lesser extent, for one hundred and twenty years. Those extending from Sandwich Bay to Cape Harrison or Webeck, have also been visited by fishing craft for a generation or more; but north of Aillik, about 40 miles from Cape Harrison, the coast has only been frequented by Newfoundland cod-fishing craft, during the last fifteen years. A Quebec and a London house have possessed detached salmon fishing stations as far north as Ukkasiksalik or Freestone Point, (lat. 56, long. 61), for about 30 years, but these have all passed into the hands of the Hudson Bay Company. Until the recent publication of Commander Maxwell's Surveys, our knowledge of the Labrador Coast has been chiefly derived from the Moravian Missionaries, and the surveys of certain harbors, far removed from one another, by the officers of Her Majesty's vessels.

A glance at Commander Maxwell's Charts, when compared with any document published previous to 1876, shows how little is known respecting the geographical outlines of this extended coast line, which, from its amazing fish wealth, promises to become a very important commercial adjunct to Newfoundland.

The leading characteristics of the coast north-west of Aillik are as follows:—

1st. The shore line is deeply serrated by a constant succession of profound and narrow fiords stretching from 30 to 50 miles into the interior.

2nd. It is fringed with a vast multitude of Islands, forming a continuous archipelago from Cape Aillik to Cape Mugford, averaging twenty miles in depth, from the mouth of the fiords seawards.

3rd. Outside of the Islands and about 15 miles seawards from them are numerous banks and shoals, which form the great autumnal summer and spring feeding grounds of the cod, while outside of the shoals, there appears to be second range of banks, which are probably their winter feeding grounds.

FISHERIES.

4th. The island-studded area forms an immense cod-fishing ground, which covers between Cape Harrison (Webeck) and Cape Mugford, a boat fishing ground exclusive of the shoals and banks outside, nearly as large as the combined area of the English and French boat fishing ground on the coast of Newfoundland.

For the sake of distinction I have styled the area under review, "The Northern Labrador Fishing Grounds," beginning at Cape Harrison (Webeck) and, for the present at least, terminating at Cape Mugford.

AREA OF THE NORTHERN LABRADOR BOAT FISHERY.

The following table shows approximately the area of the boat fishing-grounds about the Island of Newfoundland, and the Northern and Southern Divisions of the Labrador. From this table it will be seen that the area of the Northern Labrador fishing grounds alone, exclusive of the Banks, amounts to about five-sixths of the entire area of the British and French boat fishery on the coast of Newfoundland. The area of the inner range of banks cannot be even approximately stated:

COMPARATIVE TABLE OF NEWFOUNDLAND AND LABRADOR FISHING GROUND AREAS.

	Area of Fishing Ground Geo. Sq. Miles.
Northern Labrador Boat Fishery—Cape Harrison to Cape Mugford, 260 miles, averaging 20 miles deep	5200
Newfoundland Boat Fishery—French Shore—Cape St. John *via* Cape Bauld to Cape Ray, 696 miles, by 3 miles deep—Shore Boat Fishery	2088
South Shore of Newfoundland Boat Fishery—Cape Ray to Cape Race, 573 miles, 3 miles deep—Shore Fishery	1719
East Shore of Newfoundland Boat Fishery—Cape Race to Cape Bonavista, 294 miles, 3 miles deep—Shore Fishery	882

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	Square Miles.
North Shore of Newfoundland Boat Fishery—Cape Bonavista to Cape St. John, 225 miles, 3 miles deep—Shore Fishery	675
North East Shore of Newfoundland Boat Fishery—among islands in Bonavista Bay and Bay of Notre Dame, 120 miles, 7 miles deep	840
Area of British Newfoundland Boat Fishery	4119
Area of French Newfoundland Boat Fishery	2088
Total area of Newfoundland Boat Fishery	6204
Area of Northern Labrador Boat Fishery—Cape Harrison to Cape Mugford	5200
Area of Southern Labrador Boat Fishery—Cape Harrison to Blanc Sablon, estimated five miles deep	1900
Total area of Labrador Boat Fishery	7100

PHYSICAL OUTLINES OF THE COAST.

As in Norway so on the Labrador, the whole coast from the Straits of Belle Isle to Hebron is deeply cut by profound Fiords penetrating the land from 30 to 70 miles. These Fiords have been mapped as far as Hamilton Inlet by the officers of Her Majesty's vessels, but beyond that point no surveys have been made and published, with the exception of those before mentioned. As an illustration of one of the unsurveyed Fiords, I append a sketch plan made this summer of Kypokok Bay, the next Bay north of Aillik. It is fifty-three miles deep, and has an average breadth of three miles. Opposite the Hudson Bay Company's Post, 35 miles from Aillik Head, the water is more than fifty fathoms deep, although not above a mile across. This Bay or Fiord has been excavated by glaciers, like all the other Fiords on this coast, and the innumerable islands off the coast are rocky eminences which have escaped the general glacial denudation. But the glaciers of Labrador have probably left even more valuable records in the form of moraines, of their early existence here, than deep Fiords or innumerable islands. These are the shoals or banks which lie some

FISHERIES.

fifteen miles outside of the Islands, and on which ice-bergs strand in long lines and in groups. I have styled them the Inner Range of Banks, to distinguish them from a supposed Outer Range in deeper water, and where larger ice-bergs also sometimes take the ground. The inner banks as far as they are known, are stated by fishermen to have from twenty to forty fathoms of water on them.

ABSENCE OF ISLANDS ON THE SOUTHERN LABRADOR.

The Admiralty Chart portrays a very important confirmation of the Labrador Coast line from St. Lewis Sound to Spotted Island. The tread between the Battle Islands, South of St. Lewis Sound, and the Spotted Island, (Domino Run) a distance of 65 miles, is due North, and with very few exceptions, there are no Islands off the Coast throughout this distance, but as soon as the Coast Line begins to turn North-west, Islands are numerous and continually increase in number as far as Cape Mugford, and even towards Cape Chudleigh. Between Cape Harrison and Cape Mugford the Island again may be estimated as being a depth of twenty miles from the mouth of the Fiords seawards. The cause of the general absence of islands south of Spotted Island, can probably be traced to the never ceasing action of northern ice, driven on the coast line where it suddenly makes its southerly bend, by the influence of the rotation of the earth upon the Arctic current. This current sweeps past the Labrador with a speed of from 1½ to 2 knots an hour, and a westerly pressure, due to the earth's rotation, estimated at about eleven inches. That is to say, the mean level of the sea on the coast of Labrador is about eleven inches above the level it would assume if uninfluenced by the earth's rotation. As soon as the ice-ladened current reaches the Spotted Island it is in part relieved from this pressure by the tread of the coast from south-east to due south, hence the current changes its course southerly and on to the land. But the effect of this sudden change in this direction of the current near the shore is to throw the icebergs on to the coast from Spotted Island to Cape St. Louis, where they may be seen stranded each year in great numbers. The islands, which doubtless once existed here, have been removed by constant abraision acting uninterruptedly for ages, and with the islands the moraines lying seawards. We may thus trace the cause of the vast difference between the distribution of stranded ice-bergs south of Spotted Island and north-west of it. In one case they are stranded on and near the coast line, wearing it away and deepening the water near it, assisted by the undertow; in the other case they are stranded some fifteen miles from the island fringe,

and continually adding to the Banks the debris they may bring, in the form of mud streaks, from the glaciers which gave them birth in the far north and north east. It is more than probable that this distribution of ice-bergs has a very important bearing upon the food and feeding grounds of the cod, which justifies me in referring here with so much detail to the action of glacial ice.

RELATION OF THE CODFISH TO STRANDED ICEBERGS.

Upon what forms of life do the cod feed on the Northern Labrador coast, where the summers are so short, the caplin, the herring, the squid and even launce comparatively scarce, and where icebergs continually abound? The answer may be expressed in one word—crustaceans. These are infinite in number, from the minute sea-lice of the fishermen to a large crustaceau resembling a prawn: crabs, too, are very numerous, as well as mollusks. Although the caplin ceases to appear on the coast in large schools above the latitude of Nain, the herring is not numerous beyond Ukkasiksalik, the squid is not found beyond Domino Run, and the launce is the only known Southern Labrador fish which visits the Northern coasts in great numbers, yet crabs, prawns and "herring bait" with medusæ occur in vast numbers and form with mollusks the chief food of the cod. The officers in charge of the Hudson Bay Co's post at Ukkasiksalik informed me that at the more Northern Hudson Bay posts, if seals were left in the fall of the year for a single night in the nets, the head was sure to be cleaned to the bone by prawns. He also stated that in the Northern waters opposite Hebron, Lampson and Nachwack, the cod feed on a small fish bearing a great resemblance to the ordinary tommy-cod, but that crustaceans were their chief food. The connection existing between ice and the food of the cod is not apparent at the first blush, but when it is borne in mind that infusatorial forms abound in sea-water in the immediate vicinity of Arctic ice, and that on these minute creatures, larger forms of life find sustenance, which again become the food of crustaceans and different species of fish upon which the cod are nourished, the chain is complete, and the relation of stranded icebergs to fish life on the Labrador becomes apparent. It has been shewn by the labours of the United States Fishery Commission, that the cod, which once existed to a large extent on the New England Coast, has been starved out by the destruction of its food, and valuable fisheries ruined, but not beyond the power of restoration, if the remedial measures suggested are faithfully carried out and sufficient time allowed. But on the Labrador, particu-

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larly the Northern portion, through the unfailing advent of Arctic ice, a perennial supply of food is indirectly supplied to the cod, forbidding the idea of starvation on these coasts.

THE INNER RANGE OF BANKS.

The foundation of the inner range of banks consists very probably, as already stated, of glacial moraines. In their present state they may reasonably be assumed to be formed in great part of remodelled debris brought down by the same glaciers which excavated the deep fiords.

The absence of deposits of sand in the form of modern beaches on every part of the Labrador Coast this season, except one was very marked. The exceptional area observed lies between Sandwich Bay and Hamilton Inlet, Cape Porcupine being the centre. It is protected from the Northern swell of the ocean by the Indian Harbor Islands and promontory. Here large deposits of sand are seen covering many square miles in area. The reason why sandy beaches are not in general found on this coast, notwithstanding that enormous quantities of rock are annually ground up by coast ice and ice pans driven on the shore, arises from the undertow carrying the sand seawards and depositing it on the shoals or banks outside of the Islands. The undertow on this coast is remarkably strong, and it aids the formation and extension of the inner range of banks and consequently of the feeding and spawning grounds of the cod to a very great degree.

It may be advisable here to advert to a popular error which assumes that the depth of water in which an ice-berg grounds is indicated by the height of the berg above the level of the sea. It is commonly stated that while there is one-ninth above, there will be eight-ninths of the berg below the sea level. This is approximately true only with regard to volume or mass of the berg, not with regard to height and depth. A berg may show an elevation of one hundred feet above water, and yet its depth below may not exceed double that amount, but its volume or mass will be about eight times the mass it shows over the surface. Hence, while icebergs ground in thirty and forty fathoms of water, they may expose a front of one hundred or one hundred and fifty feet, the broad, massive base supporting a mass about one-ninth of its volume above the sea level.

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MOVEMENTS OF THE COD ON THE LABRADOR.

The following tables show the periods of first arrival and last catch of Cod on the Newfoundland and Labrador coasts. In framing these tables I have been careful to eleminate extreme seasons, for the cod have been known to approach the shore during an exceptionally early season, a fortnight or three weeks sooner than during the average of years. Early and late springs occur in the movements of fish just as irregularly as in the movements of migratory birds, or in the leafing and flowering of plants. The salmon and the cod generally come within a week of one another, and the Esquimo of Ukkasiksalik have a tradition that the salmon may always be looked for on the day of the first spring tide after the 16th of July. In 1875, a very late season, codfish were not taken before the 7th August; this year they came in on the 20th July, and this accords with the experience on other parts of the coast.

An impression prevails among fishermen that caplin are "moving North," and that the cod are following them. This opinion is not shared by the missionaries who have occupied the coast for a century. They have known the caplin as far north as Nain for many years. On the Admiralty Chart of Port Manvers (lat. 57, long. 62·7), thirty miles north of Nain constructed by Capt. Manby in 1808 and published in 1871, Caplin Bay is the name given to an anchorage at Port Manvers, from which it is manifest that caplin were seen there sixty-eight years ago, or half a century before the fishermen passed Aillik Bay, or even Cape Harrison, nearly 200 miles to the south-east. The caplin, however, is not known to the officers of the H. B. Company's Post, or to the missionaries beyond Cape Mugford.

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Table showing the approximate mean date of arrival, mean date of closing fishery, and mean length of the fishing for cod in North-eastern Newfoundland, Southern and Northern Labrador.

Lat.	Locality.	Mean date of arrival.	Mean date of close of Fishery.	Mean length of Fishing season.
	Newfoundland:			
47.30	Conception Bay	1st June	20th Nov.	143 days.
48.20	Bonavista Bay	10th "	10th "	
48.30	Notre Dame Bay	20th "	10th "	
50	Cape St. John to Par. Pt.	20th "	1st "	
49.30	White Bay	10th "	1st "	
51	Cape Rouge Harbour	10th "	1st "	
51.30	Cape Bauld to Cape Onion	20th "	20th October	
	OVER FOUR DEGREES OF LATITUDE.			
	Southern Labrador.			
52·0	Chateau Bay	20th June	1st October	87 days.
	Batteaux	12th "	"	
54·30	Indian Harbour	15th "	"	
54·54	Cape Harrison	18th "	"	
	OVER THREE DEGREES OF LATITUDE.			

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FISHERIES.

TABLE—(Continued.)

Lat.	Locality.	Mean date of arrival.	Mean date of close of Fishery.	Mean length of fishing season.
	Northern Labrador:			
55·9	Aillik	20th July	1st October	52 days.
55·12	Kypokok	20th "	"	
55·27	Hopedale	20th "	"	
53·30	Double Island Harbour	22nd "	"	
56	Ukkasiksalik	28th "	"	
56·30	Nain	28th "	"	
57·30	Okak	28th "	"	
58·30	Hebron	15th Aug.	25th Sept.	
58·46	Lampson	15th "	15th "	

OVER THREE AND A HALF DEGREES OF LATITUDE.

FISHERIES.

From this table, imperfect as it is, we may deduce the following law: "Over an area extending northerly from Conception Bay for seven hundred miles, the cod approach the shore about one week later for every degree of latitude we advance to the north."

These Tables show also that for a period of about forty days the cod-fishery goes on simultaneously during August and September, throughout the length of a coast line extending from latitude 47° to lat. 58.30, or more than seven hundred statute miles in one continuous line. Hence it appears that the migrations of the schools of this fish are merely from deep water winter feeding grounds to the nearest coast spawning grounds, and from the coast to the nearest deep water feeding grounds again.* The coast migrations during the summer months appear to be of equally limited extent, and schools of cod frequenting any particular coast, may be said to be indigenous to it.

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On the Labrador, especially in well-known deep bays, such as Hamilton Inlet, the coast movements of the fish appear to be very regular and determined to a large degree by the tidal currents. The caplin generally precede the cod by a few days, and these fish are known to approach the coast and enter the sandy coves for the purpose of spawning. The same law which guides the movements of the cod affects also the periods of spawning of the caplin. I saw numerous schools of fish spawning in Trinity Bay on the 27th June, a month later they spawn in Kypokok Bay, and still later further to the north.

PRESENT STATUS OF THE NORTHERN LABRADOR FISHERY.

About four hundred fishing craft, from eighteen to ninety tons burden, are supposed to have passed Cape Harrison this season. Taking the average of the entire fleet, they carried each eight men, three fishing boats and one shore boat. Out of the 3200 hands, we may assume that 2400 were actually engaged in fishing. The estimated catch was 60 quintals per man, or in the aggregate 144,000 quintals. This work was accomplished in an aggregate of twenty-four fishing days, and to

* This law regulating movements of several species of fish has long since been recognized in other countries.

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a large extent with the jigger,* that is, without the use of bait. Allowing 130 fish to the quintal the number taken would be about fifteen millions, the number wounded and lost about four and a half millions, although some fishermen consider that one fish out of three is wounded by the jigger and lost, when the fish are very numerous.

During the gale of 11th and 12th September there lay next to us in Indian Harbour off Hamilton Inlet, a small craft of 30 tons burden, just arrived from off Nain. She had been fishing about the Islands near the Missionary Station in lat. 56.40, about 600 miles northwest of St. John's, and in three weeks had taken three hundred quintals. Her complement consisted of six men and two fishing boats. She arrived, like all the fishing fleet this year, too late to take advantage of the season. The cod had "struck in" many days before she commenced fishing. Had she arrived a fortnight earlier, she might easily have taken 80 quintals to the man in place of 50, but she had *used all her salt*, and the crew were satisfied with the result. Her fishing days were eighteen in number, excluding Sundays, which are always observed by fishermen on this coast.

Another craft, also lying alongside and hailing from Notre Dame Bay, was of sixty tons burden, her complement, 12 men and 4 boats. She reached the Islands off Hopedale (lat. 55.27) on the 22nd July, fished for six weeks and took 700 quintals of fish or about 60 quintals per man. She takes her green fish direct to Notre Dame Bay to make there. No fish are made or cured on this shore, as yet, north of Long Island Tickle, some twenty-five miles north-west of Cape Harrison.

Hitherto on the Northern Labrador Coast, the jigger, as already stated, has been almost exclusively used; it is only lately that launce have been tried as bait, and with marked success. But it is well known that only the smaller-sized cod come into shallow water, the larger fish remaining to feed and spawn on the banks outside and in deeper water. Very few attempts have been made to fish on the Labrador Banks, but when tried, I have been assured by trustworthy persons, that large fish have always been taken with bait.

* Bait was used in Stag Bay, but north of Aillik almost all the fish were taken with the jigger. The launce is stated to have been used to a small extent, as well as imported bait.

FISHERIES.

Larger boats than those used about the Islands are required for this kind of fishing; indeed a totally different organization and equipment will be necessary for the Northern Labrador Bank fishery, which appears destined to become, under proper encouragement and management, the fishery of the future.

THE CLIMATE.

Experience, now extended over twelve years, shows that the seasons are sufficiently late and long, to permit Newfoundland fishermen to come from their homes after their spring fishing is over there, and their garden work attended to. They may arrive on the Northern Labrador Fishing Grounds from the tenth to the twentieth of July, or even later if they go north beyond Nain. They may return in general by the tenth to the twentieth of September, to Southern Labrador rooms, or even to their homes, with full fares of green fish.

The extremities of many of the deep fiords from Cape Harrison to Ukkasiksalik or Freestone Point, a distance in an air line of 120 miles, contain timber fit for spars, for the construction of "fore-and-afters" and for all ordinary building purposes. The climate there, namely, at the bottom of many of these deep fiords, permits of the cultivation of potatoes and other garden vegetables. Between Aillik and Ukkasiksalik, there are at present about sixty resident settlers in the deep Fiords, most of whom have been in the service of the Hudson Bay Co. or the fishing firms already named, and some of them are married to Eskimo women.

There are several other points of great interest in regard to the Northern Labrador which are worthy of notice, but the details would swell this paper to dimensions far exceeding those of a brief descriptive outline sketch of a comparatively new field for that kind of enterprise and industry in which Newfoundland is so distinguished, and from which she annually derives so much wealth.

The expansion and preservation of her fishing grounds for the use of her own people, appears to claim, however, thoughtful and liberal considerations, not only from those who may profit by it, but from those also, who may be able to assist in lessening the difficulties with which

it is beset, in ameliorating the hardships inseparable from its pursuit, and in aiding in developing the resources of the vast area it may yet be made to occupy.

HENRY Y. HIND.

St. John's, November 8th, 1876.

FISHERIES.

On the Influence of Anchor Ice in Relation to Fish Offal and the Newfoundland Fisheries, by H. Y. Hind.

WINDSOR, NOVA SCOTIA,
December 29th, 1876.

SIR,—

The accompanying paper, "On the influence of Anchor Ice in relation to Fish Offal and the Newfoundland Fisheries," may embody views bearing upon the gradual diminution in the shore fisheries, which might form the basis of practical remedial measures.

Knowing that His Excellency takes the greatest interest, jointly with yourself, in any facts that may tend to preserve and increase the great staple industry of Newfoundland, I have ventured to draw your attention to an old subject from an new point of view.

I have the honor to be,

Your obedient servant,

HENRY Y. HIND.

The Hon. F. B. T. CARTER, M.E.C.,
Attorney General, Newfoundland.

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II.—The Scavengers of the Sea and their relations to Fish Offal.

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VI.—Recapitulation.

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I.—THE INFLUENCE OF ANCHOR ICE IN RELATION TO FISH OFFAL AND THE NEWFOUNDLAND FISHERIES.

All along the Atlantic coast of Newfoundland and the Labrador, and indeed on all sea coasts, while the temperature of sea water falls below a certain point, namely 27 to 25 degrees Fah.; there is formed greater or less quantities of so-called "anchor ice," the "grundies" of the Germans, the "frazee" of the French Canadians, and the "lolly" of Cartwright. Anchor ice is also formed in rapid rivers and has long been known to practical men, but it is only of late years that it has attracted the attention of scientific writers. As soon as sea-water has cooled to 27°, or if perfectly still to 25°, minute needle shaped chrystals of ice begin to start, upon agitation, from all points projecting from the bottom—from any object suspended or swimming in the water—and generally, from anything with a *rough* surface lying at the bottom or distributed throughout the water. Now that the law, discovered by Despritz, which governs the cooling of sea-water, is understood, formation of anchor ice is intelligible; but as long as it was supposed that sea-water followed the same law as fresh water in cooling, all attempted explanations of the freezing of the *bottom of the sea* at the depth of five, ten and even fifteen fathoms of water, or the freezing of seal-net corks, and seal nets in fifteen fathoms of water, or the freezing of seals themselves in seal nets, sixty feet under the surface of the sea, were involved in obscurity, and while some acknowledged that they could not comprehend the phenomena, others did not shrink from openly expressing the conviction that the observations were inaccurate and the observer deceived.

Salt water differs from fresh water with regard to its freezing point in the following important particular; sea water increases *regularly* in density up to its freezing point, hence the coldest water always descends to the bottom, which is not the case with fresh water. Sea-water when perfectly still, freezes at 25° Fah., or 7° below the freezing point of fresh water; but if sea-water be agitated it freezes at 27° Fah., or 5° below the freezing point of fresh water; and every Newfoundland sedentary sealer knows that when ice begins to form upon *the corks* of his seal net, 10 fathoms even below the surface, he must immediately take it up, or it will rise to the surface and perhaps be carried away if the anchor or weights are not frozen to the bottom.

The Arctic Current rapidly cools the sea on the coast of Labrador and the North Atlantic Coast of Newfoundland, and early in December

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the formation of Anchor Ice often endangers the seal nets in ten, twelve, and I have been informed, even fifteen fathom water. "Lolly" or a great accumulation of ice needles or speculæ, rapidly forms when once the anchor ice begins to grow, and it accumulates even under new surface ice to the extent of several feet, but the latent heat given out in the act of freezing, must soon check its formation under the protecting shield of non-conducting new ice.

Now what becomes of the almost infinite hosts of marine animals which abound on the coasts during the warmer portions of the year when anchor ice begins to form. Where do the sea-lice, sea-fleas, the small shrimps, the small fish, the hosts of crustaceaus, the sculpins, &c., go as soon as anchor ice makes its appearance? as long in other words, as the "lolly" accumulates, each individual must retire from the area where anchor ice is produced, otherwise each "sea-flea," each shrimp, each sculpin, &c., would become like a seal-net cork, a surface from which ice spiculæ or needle shaped chrystals of ice would start, and around which they would accumulate, until they would lift or bony it to the surface. Probably millions are so entrapped and entombed in the "lolly" in certain situations, and during sudden cold *snaps*. But generally the minute creatures, together with all the larger marine animals would *retire* to the deeper water not yet cooled, and leave the coast waters deserted, and in fact literally a desert. But this would only necessarily take place where an arctic current is at hand to assist in the rapid formation of anchor ice, and it is on the north east coast of Newfoundland and the Labrador that such an arctic current is always present. When this current has reached the coasts of Nova Scotia its temperature is raised several degrees, and although strictly an arctic current, it is not nearly so cold as when several degrees farther to the north, and it probably does not assist the formation of anchor ice on the coasts of Nova Scotia. The temperature of the air there, often falls as low as on Newfoundland Coasts, but the temperature *the sea* is considerably higher, and the anchor ice is more rarely of formed.

At the seat of the great cod-fisheries on the coast of Norway, the sea is tempered by the Gulf Stream, and its temperature never falls so low as on the coast of Newfoundland—although those fisheries are much farther to the north. In brief, there is no other known part of the world where the conditions for the sudden formation of anchor ice over vast coastal areas is so favourable as the north-east Atlantic coasts of the Labrador and Newfoundland; and it is there, where it

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exercises an influence hitherto I believe unrecognized in the vastness of its proportions as a physical agent. Some years ago (1863) I drew attention to the formation and influence of anchor ice, first, in my "Explorations in the interior of the Labrador Peninsula," Vol. I., page 290—and secondly (in January 1864) in a paper read by me before the Geological Society in London and published in the Quarterly Journal of the Society—page 129 (1864)—("Hind on Glacied Drift in the Labrador Peninsula, &c.")

I will now direct attention to a collateral physical effect of anchor ice, which is intimately connected with the fishery interests of Newfoundland.

II.—THE SCAVENGERS OF THE SEA AND THEIR RELATIONS TO FISH OFFAL.

The scavengers of the sea are chiefly small crustaceaus varying in size from the sea-flea to the prawn and lobster; among fish there is the sculpin, the coal-fish, &c. When this vast army has been driven by the formation of the anchor ice from the coves, inlets, arms, harbors, and bays where the fishing stages abound, what becomes of the mass of corruption which has accumulated during the summer and fall at the stage head, and by the first winter storms, if not already protected by ice, is scattered within the *one* or *five* or *ten* fathom line of soundings, around the coasts in the vicinity of the stages which are most frequently situated as near as possible to the fishing grounds for the sake of convenience.

The decomposition of fish offal under sea-water gives rise to various gases readily soluble in sea-water, which show, as a marked characteristic, the proneness to be decomposed by the small percentage of oxygen in the sea-water.* But the oxogen thus present is as essential to marine life as air is to animals, and if small fish pass

* One hundred volumes of sea-water were found by W. Lant Carpenter to contain on an average 2 8 volumes of dissolved gases; or one hundred cubic feet of sea-water contains 2.8 cubic feet of gases. These consist of

Oxygen	25,046
Nitrogen	54,211
Carbonic Acid	20,743
	100,000

Hence the quantity of Oxygen by volume in sea-water is as follows:—One cubic foot of

through their gills water containing sulphretted hydrogen in solution, decomposition takes place at the expense of the oxygen, producing poisoning by asphyxia. Carpenter found in the Mediterranean, which is a closed sea, that the absence of life below a certain depth (300 fathoms) was due to the comparative absence of oxygen, the oxygen being consumed by the vegetable matter brought down by rivers, and the confined character of the Mediterranean preventing its waters from being ærated, as in the open Atlantic where abundant oxygen and life is formed at 2000 fathoms. In the Atlantic, by means of ocean currents every drop of water is successively brought to the surface and ærated by the absorption of oxygen, in the Mediterranean when these great currents do not exist, this interchange of position cannot take place, the oxygen is consumed and life ceases in comparatively shallow waters. The slow fermentation of fish offal goes on, under surface ice, very soon after the anchor ice has disappeared in the spring, and the sea water becomes there wholly unfit to support the life of young fish, and indeed marine life generally, until the water is again *ærated* after the ice is gone.

III.—DESTRUCTION OF YOUNG COD OR COD FRY.

The valuable discoveries of the Swedish Professors Sars and Malm, respecting the spawning of codfish, and indeed of many of our edible fishes, are of the greatest importance in relation to the Newfoundland cod fisheries. These gentlemen have shown that the spawn of the cod during the greater portion of the time of its development, floats on the surface of the sea, or near to the surface. It is therefore borne to and fro by currents. If the cod on the coasts of Labrador and Newfoundland, spawned in the deep sea, the ova would be drifted by the Arctic Current constantly away from the coasts towards the borders of the Gulf Stream and southerly. But as it is probable this fish spawns on the shoals and banks *near* the coast, much of the spawn

sea-water contains one seven-thousandth part of a cubic foot of Oxygen dissolved in it. So that the comparison with air stands thus:

Air contains about one-fifth of Oxygen.
Sea-water about seven parts in a thousand.
Or, air 210 parts in a thousand.
Sea-water seven parts in a thousand.

But as Oxygen in sea-water is relatively as important to young fish, as Oxygen in air to territorial animals any cause which removes the small quantity present in sea-water, must be destructive to fish life. The proportions of Oxygen diminishes and that of Carbonic Acid increases with the depths—(*Vide* Thomson's "Depths of the Sea.")

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is carried by tidal currents into the deep bays and fiords of the Labrador and Newfoundland. The young fish are hatched there, and the presumptive evidence is strong that millions of young fish, at the moment of their exit from the ova are carried into and around the deep bays and fiords by the daily tide and local currents. They are thus repeatedly brought into close contact with polluted waters in the vicinity of the fish stages. Any one familiar with the numberless changes in the direction of local currents on the coast, due to tides and winds, quite irrespective of the prevailing Arctic Current, can scarcely fail to see that floating spawn, just on the eve of its perfect development, is liable to be brought again and again over the same tainted or poisoned area, and by this means millions of young codfish may be destroyed very soon after they acquire the power of taking sea-water through the gills. It thus appears, that quite irrespective of the effect produced upon young fish generally, the decomposing fish offal at the stage head probably destroys yearly vast multitudes of cod fry, and the fishermen are thoughtlessly diminishing by this means, year by year, the mean source of increase of the fish upon which they are in a large measure dependant, besides lessening the supply of food for those which have escaped the pestilential influence of decomposing fish offal. Again, leaving out of consideration the destruction of cod fry just issuing from the ova, and young fish generally, in summer and fall, I think that the equivalent of 20,000 tons of dried fish offal which has been annually thrown into the Newfoundland seas for more than fifty years, near the best fishing grounds, has succeeded in poisoning in the manner described many species of young fish which approach the shore very early in the spring, long before the larger fish, and this source of the food of the cod having been cut off, they have more or less abandoned the coastal waters. This, as we well know, has already occurred to a most alarming extent on the New England shores, but owing to the destruction of fish food by a totally different process, and one not likely to influence the supply of fish food on the coast of Newfoundland. Suppose for an instant that fish offal had never been thrown into the sea on the coasts of Newfoundland, what would be the difference in fish life? Anchor ice would form in December, a fringe of coast ice would surround all shoals and shoal coasts, the marine life would retire and the coastal sea margin be as now a desert. But, as soon as the anchor ice ceases to form, and as the coastal fringe of ice diminishes with the increasing warmth, the marine life returns, first to the edge of the ice and partially under it, the living mass swaying coastwise or seaward with every change in the barometer and thermometer; but always approaching the shore with the diminution of the ice fringe, and thus so timing

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their arrival, that the sea on the coast is peopled with minute living things and fish fry—the day the last fringe of ice is broken up or moves off. But if offal be there under the ice, the advancing army of small fish meet with the poisonous exhalations at the edge of the ice and under it, with the result described.

IV.—EFFECT ON THE HABITS OF SEALS.

Let us consider why seals cease to trim the Bays at the present day as heretofore, thus leading to the abandonment of sedentary sealing stations over many hundred miles of coast—and further, why do the seals when they have passed the fishing stations on their voyage north, begin to trim the bays again. Formerly, say thirty years ago, at Aillik and Kopokok on the Labrador, the Hudson Bay people took annually 300 seals at either station in the fall of the year, and at Aillik 300 more in the spring. But now the seals pass north and south, outside, and the average catch does not exceed 30 at each station, so that the officer at Kypokok has this year sent all his nets to Lampson beyond Nain, where the seals again begin to trim the Bays. Instead of attributing this wonderful change of habit to a growing hereditary knowledge of danger on the part of the seal, is it not to be rather attributed to the fact, that the small fish are driven off the headlands, and southern coasts by offal, and that the seals find them again beyond the Missionary Stations on the Labrador near the coasts where no offal has been discharged.

It will not escape notice that the positive necessity of properly ærated water for the sustentation of fish life points in a striking manner to the fact, that herring and indeed all fish wintering in the deep Bays of Newfoundland, will be found frequently near the edge of the ice, being led there by the want of oxygen.

V.—THE USE OF FISH OFFAL.

It is quite sufficient to state that in Norway, where labor is cheap, they find it profitable to manufacture fish offal into fish guano. In seven establishments in Main, U. S., they manufacture fish guano. On the Bay of Fundy they make fish guano which goes into commerce under the name of pummy. They export fish guano from Norway to Germany. In Newfoundland the fishermen in the Northern Bays spend many days in the spring in taking caplin, the food of the cod;

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they carry the caplin laboriously in bags to their gardens and carefully strew them over their potatoe ground, and they have followed the practice for half a century or more.

This is burning the candle at both ends, for they throw away the material for excellent manure which if properly prepared they could put on their potatoe patches at *any time* when not frozen; they poison cod fry and the young fish which go to support the cod, upon which they are largely dependant, and in addition they give much valuable time to the pursuit and destruction of caplin for manure, which, besides being the lure bringing the cod to the coast, are it is now alleged, very much on the decrease on the Coasts of Newfoundland.

By adopting a co-operative system, similar to that which prevails in the great cheese manufactories in the United States and Canada, the inhabitants of each fishing hamlet might have their common compost heaps regularly and systematically maintained, and in the spring draw upon them for their supply of manure in proportion to to their contributions of work or offal, instead of spending much valuable time in searching for caplin. It would also permit them to have their gardens further back from the shore, on better land, and gradually introduce an improved system of husbandry, and a rational use of the treasures providence has placed within their reach.

VI.—RECAPITULATION.

Briefly recapitulating the substance of the foregoing sketch, it appears probable,—

1st.—That the formation of anchor ice on the coast of Newfoundland contributes largely towards the preservation of fish offal from decomposition during the winter season, as well as from the attacks of ocean scavengers.

2nd.—The decomposition begins with every increment of heat which prevents the formation of anchor ice, and goes on continuously under a covering of surface ice, which prevents the sea water from being ærated. As a consequence of this, the sea water all along the coast in the vicinity and at a variable distance from the fish stages,

B 1 The offal is probably consumed by sea lice etc. in 24 hours. See P 735 ||

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holds in solution the gases resulting from such continued decomposition.

3rd.—The gases act upon young and small fish by destroying the oxygen in the sea water necessary for their existence, when they return in the spring, or even occasionally during the summer and winter months. Vast multitudes of young cod fish just issuing from the ova in summer and fall, are destroyed in like manner by the condition of the sea water on the coasts and especially in the bays and fiords. The same condition of the sea water may also drive away larger fish from coastal waters.

4th.—The changes which have taken place in the migratory movements of seals, point to the destruction of the food they were formerly accustomed to find in bays, inlets, &c.

5th.—If fish offal be no longer thrown into the sea the natural increase of the cod will not be disturbed; the young and small fish of other species will also increase and again visit the coastal waters in the early spring, furnishing a supply of food for the cod.

6th.—The utilization of the fish offal is practicable, and if carried out under a co-operative system, it will not only aid the farther developments of the great fishing interests of Newfoundland, but also give rise to a new industry, which will occupy fishermen during a season of the year when they are generally idle.

Intimately connected with the general discussion of the important questions relative to the present condition of the Newfoundland coast fisheries, and which are not even noticed in this brief communication, there may be instanced,—

a. The remarkable connection existing between the movements of surface feeders like herring, and changes in temperature and barometrical pressure, which, if locally understood, would enable fishermen to *follow the fish.*

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b. The tendency of recent observations to establish the fact that the cod like the herring is a local fish, and that schools of cod, like schools of herring, are local in their habits for very many years.

c. The observed facts conected with the spawning of codfish, tend to show that each school has its own spawning season, and that by observation we may arrive at a knowledge of the period when it would be wise not to take fish from any particular school. The schools which frequent the north-east, the south-west, and the western parts of the island have each a different season, and in this they seem to follow the law which governs many other species of fish in their spawning seasons.

d. The connection which may exist between the supply of oil-producing food and the condition of the livers of the cod—probably the cause why it now seems to require more quintals of fish to produce a tun of oil than formerly—arises from the increasing scarcity of young fish, which, at one time, formed the chief spring or summer food of the cod on the Newfoundland coasts. The Funk's cod are known as a fish whose livers are poor in oil. This school may have suffered from local causes more than other schools. The facts are suggestive and worthy of enquiry.

HENRY Y. HIND.

December, 1876.

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On the Influence of Anchor Ice in Relation to Fish Offal and the Newfoundland Fisheries.

PART II.

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I.—THE RELATIVE QUANTITY OF OXYGEN REQUIRED BY FISHES, OLD AND YOUNG.

Assuming that the Analysis of the gases contained in sea water, by Mr. Lant Carpenter* represents their average quantities and composition in the Atlantic Ocean, under circumstances which permit of perfect æration, we have the means for obtaining a correct view of the relative consumption of oxygen by marine life, and the sources of the untailing supply of the life-sustaining gas.

Different species of fish of the same weight require about the same quantities of oxygen to support respiration, but of the same species, the older individuals require much less than the younger in proportion to their weight. A cod-fish of 20lbs. weight requires very much less oxygen than the same weight of young fish, and the quantity required by the individual young is out of all proportion to the quantity required by old fish. This curious and important fact arises from the respiratory process being much more active in young fish than in old individuals, and its discovery and announcement, together with other important discoveries in relation to fish life, are due to M. Quinquand, who some time since brought the subject before the Academy of Sciences in Paris.

M. Quinquand has also ascertained the relation which exists between fishes and man, as to quantity of oxygen consumed in respiration, We are thus better able to comprehend the great value of thoroughly ærated waters to young fish, and the character of the deleterious effects likely to be produced by fish offal, and indeed any substance which upon decomposition consumes the exygen of sea,—or river water—necessary for the respiration of very young and small fishes, such as sawdust from mills, or vegetable or animal refuse of any kind.

We can also comprehend the vast importance of winds and currents in ærating the ocean, and of a rapid flow in rivers in ærating their waters.

* Appendix A in Sir Wyville's Thompson's "Depths of the Sea."—Summary of results of the examination of samples of sea water taken at the surface and at various depths. By William Lant Carpenter, B.A., B. Sc. p. 502.

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According to Mr. Lant Carpenter, the surface water of the ocean contains a greater quantity of oxygen and a less quantity of carbonic acid after a strong wind.

In order to show that young and small fish, whose respiration is very active, consume considerably more oxygen than old or large fish in proportion to their weight, the illustrations supplied by M. Quinquand may be instanced.

Comparing the respiratory requirements of the perch with those of man as a standard, we have the following suggestive proportions :—

A perch weighing over one pound has a respiratory activity *one-ninth* as great as a man in proportion to its weight. A perch weighing one-third of a pound consumes *two-ninths* as much oxygen as a man. A young perch, not one-sixteenth of a pound in weight consumes *one-half* as much oxygen as a man in proportion to weight of living matter.

Applying these relative quantities to the cod-fish, the relation stands as below :—

A number of codfish each weighing 3lbs., and together equal in weight to a full-grown man, consume, say, only one-twentieth as much oxygen in respiration as the man. A larger number of smaller cod-fish of one pound each, but of the same aggregate weight as the man, consume one-fifth as much oxygen ; but a number of cod fry equal in aggregate weight to the man consume half as much oxygen. These remarkable differences in respiratory activity, and consequently in the demand for the supply of oxygen, show how important it is for fish fry and young fish to have an abundant and constant supply of the vital gas.

M. Quinquand has pointed out another and equally important fact connected with the respiratory process of young fish. The young of *air-breathing* animals resist asphyxia or suffocation by deprivation of oxygen, much more vigorously than adults, but the young of *fish* respiring by means of gills, seem to suffer much *more* rapidly than adults when the proper supply of oxygen diminishes. From these considerations it follows, that as young fish and fish fry visit during

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the summer the coastal and shoal waters, and are probably hatched in them, the fish offal is thrown into the sea at the precise spot where it is likely to be most prejudicial to young fish life. It also follows that sea water which will support the life of fish, one, two or more pounds in weight, will destroy the life of young fry. Sculpins and flatfish, which abound near the stage heads in summer, may live and thrive in water wholly unfit for the respiration of young fish, which require abundance of oxygen. Hence on cod banks, and on all fishing grounds where fish offal is thrown overboard, large fish, and fish over one or two pounds weight *may not* be injured by it, yet small fish and fish fry, whose respiratory processes are entirely active, will be destroyed, especially during calms.

Marine life, *without red blood corpuscules*, and of lower respiratory organization than young fish, will not be injured by water deprived of oxygen by decomposing fish offal, to an extent sufficient to destroy young fish life. In brief, all of M. Quinquand's experiments and observations point to the positive necessity for preserving in a state of purity those waters in which fish spawn is hatched, and in which young fish disport themselves.

Valuable information on the necessity for a continuous supply of oxygen for young fish is found in the "Report on the Progress of Pisciculture in Russia," given at page 493 of Commissioner Baird's Report for 1872 and 1873. M. Theodore Soudakevicz states in this report, that "it the water contains less oxygen than is required to oxidize the blood, the gills change their lamellæ, and their fringes agglutinate, decompose, are covered with parasites, and the want of oxygen necessarily brings about the death of the fish."

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II.—THE SOURCE OF THE FOOD OF THE COD.

In the "Notes on the Northern Labrador Fishing Grounds" I have briefly referred to the unfailing supply of Arctic food, brought down by ice and accumulated on the continuous range of Banks which extend from Cape Aillik to Cape Chudleigh.

It may be well to describe with some detail the character of the Arctic waters as food producers, for it is a popular impression that the cold of the Arctic Seas is preducial to life. In truth the Arctic waters and the great currents flowing from them, are in many places a living mass, a vast ocean of living slime, and the all-pervading life which exists there affords the true solution of the problem which has so often presented itself to those engaged in the great fisheries, where the food comes from which gives sustenance to the countless millions of fish which swarm on the Labrador, on the coast of Newfoundland, and in Dominion and United States' waters, or wherever the Arctic Current exerts an active influence.

Professor Nordenskiöld reminds us, in an account of "an Expedition to Greenland in 1870," that Hudson and other veteran mariners of the Arctic Seas, mention the variety of colours characterizing the water in certain parts of the Polar Sea, which are frequently so sharply distinguished that a ship may sail with one side in blue water, and the other in greyish green water.

It was at first supposed that those colours were indicative of different currents—the green of the Arctic and the blue of the Gulf Stream. Later, Scoresby affirmed that the phenomena arose from the presence of innumerable organisms in the water. Subsequently Dr. Brown, during a voyage made by him as surgeon in a whaler, continued the observations, and more recently Professor Nordenskiöld himself.

The sea water in the neighborhood of Spitzbergen he describes as marked by two sharply distinguished colours, greenish grey and fine indigo blue.

In Greenland seas there is water with a very decided tinge of brown. The grey green water is generally met with *in the neighborhood of ice*; the blue where the water is free from ice; the brown, as far as Professor

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Nordenskiöld's observations go, chiefly in that part of Davis' Straits which is situated in front of "Fiskernæs" (lat. 63° 1', long. 50° 1') on the Greenland coast opposite the mouth of Hudson's Straits.

When specimens of the water are taken up in an uncolored glass it appears perfectly clear and colorless, nor can the unassisted eye discover any organisms to account for the colour. But if a fine insect net be towed behind the ship, it will soon become covered with a film of green in the green water, and with a film of brown in the brown water. These films are of organic origin. It is a living slime, and where it abounds there are also to be found swarms of minute crustaceans which feed on the slime, and in their turn become the food of larger animals.

Dr. Brown shows that the presence of this slime spread over a hundred thousand square miles, is a condition necessary for the subsistence, not only for the swarms of birds that frequent the Northern Seas, but of the large marine animals, even up to the giant whale.

In Southern Seas the "slime of the ocean" is equally abundant. On the 4th February, 1874, in lat. 52.29 south, long. 71.36 east, Sir Wyville Thomson found this "slime" a little to the north of the Heard Islands. The tow-net which was dragging a few fathoms below the surface, came up nearly filled with a pale yellow gelatinous mass, which was found to consist entirely of Diatoms, and of the same species as were found at the bottom. Sir Wyville Thomson expresses surprise that the diatoms on the surface did not appear to be in large numbers over what he has termed the diatom ooze, as in some other localities, where he found them near the surface and beyond or south of the diatom ooze belt; but he explains their apparent absence by stating that "this may perhaps be accounted for by our not having struck their *belt of depth* with the tow-net, or it is possible, &c."* The "belt of depth" at which these minute but infinitely numerous organisms live, appears to vary with changes in the pressure of the atmosphere and the temperature. But the myriads of minute crustaceans which feed on the "slime" rise and fall with it. Now they may be at the surface, in an hour a fathom below, and in a day the zone of life may be five fathoms below the surface, and with it the minute crustaceans and the host of other marine animals which prey on these. Hence it is that the "herring

* "NATURE," December 10th, 1874.

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bait," the "mackerel bait," the "red," "yellow" and "black herring meat" of the Norwegian fishermen, are found at variable depths, following their food, and thus leading the herring to different zones below the surface of the ocean, all of which may be comprised within a score of fathoms. These facts are the key to mysteries which have hitherto shrouded the movements of the herring. But this "slime of the ocean" appears to live most abundantly in the coldest water and in the neighborhood of ice. How is it then, brought on to the Labrador in such an unfailing stream as indirectly to afford an endless supply of food to the cod on the Labrador banks? The answer to this question leads at once to a brief description of the ice drift.

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III.—THE ICE DRIFT.

This is one of the grandest phenomena on the face of the globe. It is so vast, so uniform, and so unceasing, that, with the exception of the Gulf-stream, from its initiation to its close, nothing on earth can compare with it.

Coming from the Spitzbergen Seas, and hugging the coast of East Greenland, the Polar ice-ladened current creeps south-westerly past Iceland, past Greenland, and the known east coast, towards Cape Farewell. Its rate of progression is about four miles a day, the breadth of the ice-burdened stream about 200 miles. After Cape Farewell, the most southern part of Greenland is reached, the grand procession of ice-bergs and ice-floes turns slowly to the west, then in a wide curve to the north-west and towards Davis' Straits. Augmented by additions from Western Greenland coming down Baffins Bay, the mighty stream begins to turn to the westward in the life-teeming seas off Fiskernæs, and approaches Frobisher Bay, and Hudson's Straits. Here it receives fresh accessions of bergs and floes, the united armies trending southerly, then south-easterly towards the Labrador, and on the banks off this coast countless thousands ground, bringing with them their "slime." Others drift on past the Newfoundland coast until they are lost in the gulf-stream, but paving the bottom of the ocean with the skeltons of the diatoms they have brought from the north. Recent high authority confirms the views of this course of the northern ice stream advanced some years since by Colding and others. Admiral E. Irminger, of the Danish Navy, in a recent paper on the Arctic current around Greenland* adopts the generally received conclusion that the current from the ocean around Spitzbergen which carries the icebergs and floes after it, has passed along the east coast of Greenland, turns westward and northward around Cape Farewell, *without detaching any branch* to the *south-westward directly towards the Banks of Newfoundland.* The current afterwards runs northward along the south-west coast of Greenland, until about latitude 64 degrees north, and at times even as far up as 67 degrees. Afterwards turning westward, it unites with the current coming from Baffin's and Hudson's Bays, running to the southward on the western side of Davis' Straits, along the coast of Labrador.†

* Vide—A selection of papers on Arctic Geography and Ethnology, reprinted and presented to the Arctic Expedition of 1875, by the President, Council and Fellows of the Royal Geographical Society.—'NATURE,' June 10th, 1875.

† 'NATURE,' June 10th, 1875.

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It is thus that the "slime" which accompanies the ice-bergs and ice floes of the Arctic, accumulates on the Banks of Northern Labrador, and renders the existence possible there of all those forms of marine life—from the diatom to the minute crustacean—from the minute crustacean to the prawn, starfish and crab, together with molluscous animals in vast profusion,—which contribute to the support of the great schools of cod which also find their home there.

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IV.—FOOD OF THE COD IN NORTHERN SEAS.

During my visit to the Labrador last summer I was rather surprised to find that the Newfoundland fishermen appeared to place entire reliance upon four kinds of bait for cod, namely, the caplin, the squid, the herring and the launce. I gathered from conversation with many of them, that the opinion prevailed that the cod were nourished almost exclusively upon this food, and that where there were no caplin, &c., there would be no "fish," as the cod is popularly termed. It may therefore not be out of place to enumerate some of the opinions of prominent naturalists on this very important subject.

Sir Wyville Thomson tells us in that most instructive and interesting work "The depths of the Sea," that the Färoe Banks (lat. 61, long. 9°) are frequented during the fishing season by numerous English and Foreign fishing vessels, whose chief pursuit is the cod. These banks are about 160 miles north-west of Scotland. The cod abound on the banks and are chiefly of large size. The depth of water varies from 45 to 100 fathoms. "The banks swarm with the common brittle star (*ophiothrix fragilis*), with the Norway lobster (*nephrops novvegicus*), large spider crabs, several species of the genus *galathea*, and many of genus *crangon* (shrimp). So ample a supply of their favorite food *readily account for the abundance and excellence* of *the cod and ling on the Banks.*"*

Passing the Davis' Straits and the coast of Greenland, Dr. Robert Brown states that "the invertebrata of Disco Bay (lat. 69) are numerous, mollusca echiondermata, crustacea, polyzoa, nydrozoa, &c., abounding, though to nothing like the extent the lower forms of animal life swarm on the Riskoll cod-banks."†

Dr. Sutherland‡ states that the limits of the Riskoll Bank can be defined almost at all times by the clusters and groups of small icebergs that take ground upon it, and this bank "like other banks of a similar character but less extensive on the same coast, is exceedingly fertile in schools of codfish and halibut which frequent it in the months of May, June, July and August."

* "The Depths of the Sea," page 60.
† Geological Magazine—Feb., 1875.
‡ Proceedings of the Geological Society—London, 1853.

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This description of the icebergs on the Riskoll cod bank applies exactly to the banks off the coast of Northern Labrador, and the fact that the cod are so abundant there, opposite as it were to the Labrador (the Torske Bank) during the months of May, June, July and August, supplies a potent argument against an impression quite common among Newfoundland fishermen respecting the supposed extensive migrations of the schools of cod. Indeed cod of large size may be simultaneously caught on the Newfoundland coasts, the Labrador, the west side of Davis Straits, and the east side or Greenland coasts of the same Straits. Richardson, in his "*Fauna Bareali Americana*," page 243, quotes Davis' description of his run across the entrance of Hudson's Straits from latitude 67 degrees to 57 degrees on the Labrador coast as illustrating the abundance of the cod in those waters. Davis says "before the bait was changed we took more than forty great cods, the fish swimming so abundantly thick about our bark as is incredible to be reported."

V.—DISTRIBUTION OF FISH OVA BY THE ICE DRIFT.

It will not escape notice that the same ice drift which brings the "slime" and the myriads of crustaceans must also carry with it minute codfish spawn. The never-failing stream of bergs and floes sailing so grandly past the numerous cod banks on the Greenland coast, and crossing with semi-circular sweep to the American side of Davis Straits and then to the Labrador, can scarcely fail to *convoy* innumerable cod ova, together with the original diatom source of the food of young fish, and of adults after multitudinous transformations.

Cod ova appears to find the *coldest surface water* most suitable for their development, for the spawn is shed during the coldest months of the year in those waters where ice does not prevail to ensure the requisite degree of coldness. On the coast of Nova Scotia in October.* On the well-known George's Bank off New England, in February and March.† In November and December in the Bay of Fundy.‡ Pro-

* Rev. T. Ambrose—"Some observations on the Fishing Grounds and Fish of St. Margaret's Bay," N.S. Trans. N.S. Inst. Nat. Sci. 1876.
† T. F. Whiteaves—Canadian Naturalist, Vol. VII.
‡ Ibid.

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bably, however, the season of each local school is determined to a greater or less extent by the coldest mean temperature of the surface water near its *habitat*—a home, as long as new ice does not interfere. Every drop of surface sea water as it cools descends, and in the fall of the year the surface water is the warmest, the coldest stratum being at the bottom. This, as is well known, is not the case with fresh water, below a temperature of forty degrees.

If records of the spawning periods throughout the entire area of the North American Cod Fisheries were collated, it would be found that this fish spawns all the year round. Where there is no great ice drift, such as has been described, to cool the surface water in summer the periods of shedding and hatching of spawn are adjusted to accommodate themselves to the temperature of the coastal waters, or the temperature of banks and shoals.

The coasts of Nova Scotia swarm with cod fry in the fall at the period when ice has formed, and is forming, on the Labrador and parts of the Newfoundland Coast, and it must be borne in mind that there is a wide distinction between the spawning of inshore cod and bank cod.

With regard to fresh water fish eggs and embryo it appears that within certain limits "the higher the temperature of the water in which eggs are placed the more rapidly the embroyo fish develops within the egg and the sooner it escapes from its enclosure in the shell." (Milner —U. S. Fishing reports, Spencier F. Baird, Commissioner.)

The observations of Sars have shown, as already stated, that codfish spawn floats during the greater part, if not the whole of the period of its development, but we do not know the duration of that period in different waters and climates. We are quite justified in supposing that ova may be shed and hatched throughout the entire length and period of the great ice drift, the ova being derived from schools of fish which haunt the banks and shoals past which the drift is for ever stealing. We know, too, that the young fish would be hatched during the short summer in a sea of food most suitable for them, and in this beautiful compensating arrangement we can discern provision for a continuous supply—literally a stream—of ova and young fish, drifting towards our coast to assist in replacing the three hundred million fish which are annually taken from North American waters by fishermen of all nations.

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This living but disjointed stream of life, like links in a chain, which accompanies the icebergs, assists too in replacing the countless thousands of young fry which are poisoned by the fish offal in the coastal waters. But there is a danger in store for the ova which may thus drift on to Newfoundland shores, and also for the ova of local schools of fish. The winter months being the period during which many schools spawn this time may also be the season on parts of the Newfoundland Coast, or rather adjacent to it, and much of the spawn may be taken under the fringe of coast ice by tidal currents. In favorable situations the process of development goes on uninterruptedly, but according to the observations of Dr. Ranson,* oxygen is necessary for the development of the ovum, and if oxygen be absent from the water in which the ova are suspended, death ensues. This condition, as already shown, exists over wide areas beneath the ice in the neighborhood of fish stages. The offal consumes the oxygen by its slow decomposition, and it cannot be replaced under the icy covering, until the ice breaks up in the spring or during storms, but meanwhile life in the ovum is destroyed.

According to the views here presented, some of the ova supplied by the cod shoals whose *habitat* is the Forske Bank, off Sukkertoppen and banks lying south of those celebrated cod grounds on the coast of Greenland, floats with the ice-ladened stream towards Cumberland Sound and Frobisher Bay, and is hatched on its journey, the young fish fry finding a new home in mid ocean or on the western coast of Davis Straits. Some of the ova from the schools described by Davis on that coast, floats with the ice stream in the tract Davis followed towards the Labrador, and is hatched, it may be, near Cape Chudleigh. Some of the ova from the Cape Chudleigh schools,—and these are numerous—float with the iceberg stream along the coast of Labrador and are hatched on the Southern Labrador. Southern Labrador fish supply ova which is by the same unfailing ice stream partly into the Gulf and partly along the north-east coast of Newfoundland towards the Grand Banks, and so on, as far as the icebergs travel, and cool the surface water sufficiently to admit of the proper development of the ova. It may be that this drift of spawn supplies an explanation of a statement made to me last summer that the codfish about Cape Chudleigh are largely nourished during the short summer season by feeding upon the young of their own species. One would suppose, that if no other source of young cod existed there but the supply naturally furnished by local schools, the result would ultimately be

* W. H. Ranson, M.D.—Vide Journal of Anatomy and Physiology, Vol. 1.

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extermination, notwithstanding the wonderful fecundity of the cod. The observation, if correct, suggests the use of young cod as bait in seas where bait to which the fishermen are accustomed, is supposed to be difficult to procure. But the questions involved in the term 'bait' are too numerous and comprehensive to be adverted to here, and it will suffice to say that what is 'bait' in one season is not bait in the the fisherman's acceptation of the term in another season. A codfish would turn from a squid in May or October, which he would seize with avidity in July, and the shell fish which form a considerable portion of his food, and which are used as bait in Europe, do not appear to have attracted attention here.

The conclusions which flow from the foregoing brief exposition of certain ice phenomena on the coasts of Labrador and Newfoundland in relation to the fisheries, appear to justify the opinion that although considerable apparent diminution has taken place during late years in the yield of the shore fisheries, there is no ground for the supposition that the fisheries generally are failing, or that the resources of the seas which wash these shores have been taxed beyond their powers of production, or that by judicious caution, easily exercised, the inshore fisheries may not become as prolific as formerly. The means for reproduction are on a scale so grand and inexhaustible, the fields from which supplies are drawn to nourish the schools of fish are so vast in their extent and so far beyond the power of man to injure or diminish, that the *one care* appears to be thrown upon him, to protect from useless destruction that which is incessantly brought within his reach. The Northern Labrador fishing grounds offer a new and wide field for industry, with resources and advantages far greater than have hitherto been ascribed to them.

Their occupation will afford time for the recuperation of other fields nearer home, which require *rest* after yielding their treasures abundantly for generations, and at the same time, *protection* from indiscreet and unnecessary pollution, which in the long run of years has greatly aided in diminishing their fertility.

HENRY Y. HIND.

FISHERIES.

REPORT on the Newfoundland and Labrador Fisheries, 1876, by Captain James E. Erskine, R. N., H. M. S. "Eclipse."

FORWARDING FISHERY REPORT, 1876.

No. 76.

H. M. S. "Eclipse,"
St. John's, 30th Oct, 1876.

Sir,—

I have the honor to enclose herewith my "Fishery Report," in triplicate, for the past season, together with some correspondence connected with the Fisheries, and the Reports of the Navigating and Medical Officers of H. M. Ships under my command.

I have the honor to be,

Sir,

Your obedient servant,

JAMES E. ERSKINE,
Captain and Senior Officer.

Vice-Admiral
Sir A. Cooper Key, K. C. B., &c,
Commander-in-Chief.

FISHERIES.

FIRST CRUISE

H. M. S. "ECLIPSE,"

June 10th to August 4th, from Cape Race westward to St. John's.

SECOND CRUISE

September 5th to September 16th, from St. John's to Betts Cove and back.

THIRD CRUISE

September 19th to October 17th, from St. John's, north and east, and round by south back to St. John's with His Excellency the Governor of Newfoundland.

FISHERIES.

FIRST CRUISE H.M.S. "ECLIPSE."

SOUTH COAST, FROM CAPE RACE TO CAPE RAY.

Left St. John's 6 P.M., June 10th; light wind and calm. Sighted Cape Race at daylight.

TREPASSEY, June 11th to 14th.

Good prospect of fish, but no bait; getting some by jigging. Boats gone to Westward, fishing. Many applicants for doctor. Population about seven hundred and no doctor. No salmon taken yet; saw two in river in Biscay Bay.

SALMONIER, June 14th.

Mr. Curtis, (Job Brothers' schooner), returned from the Grand Banks with one hundred and fifty quintals; best boat at Salmonier, thirty-five quintals for six hands. A few salmon in herring seines; bait scarce.

COLINET, June 14th.

Anchored off Half Island in seven fathoms. Fish and bait scarce; Joy's banker in here for bait. Nine or ten American bankers have been in for bait. No salmon nets out.

PLACENTIA, June 17th.

Caplin struck in here on the 9th June, unusually early. Good signs of fish, but constant fog, much against fishing. Two American bankers supplied with caplin this week. Ice house established for preserving bait. *Minia*, telegraph steamer, waiting for eight days for a clear day to repair cable, parted about nine miles off.

FISHERIES.

BURIN, June 19th.

Bait plentiful; fish scarce; salmon fair.

GREAT ST. LAWRENCE, June 19th.

Codfish, average catch nineteen quintals per boat; salmon, six boats employed, average catch eighteen quintals per boat; caplin very plentiful, struck in 15th June. Much distress here last winter; two deaths from want. People entirely dependent on the fishery.

FORTUNE HARBOR, FORTUNE BAY, June 23rd.

Fish very scarce; average catch four to five quintals per boat. Herring bait plentiful; caplin just coming in; last month continued fog. No complaints against the French. Salmon scarce.

GRAND BANK, June 23rd.

Fish scarce; about eight to ten quintals per boat. Bait as at Fortune. Salmon nets doing well; quantities of lobsters here. A Nova Scotian firm has a lobster potting establishment, doing well; second year. Four thousand lobsters brought in to-day. No complaints against the French. American bankers, in quest of bait, made this port and Fortune. (See report.)

HARBOR BRITON, June 24th.

Fish very scarce, about five to ten quintals. Bait also scarce. The people from here fish off St. Lawrence mostly. No salmon.

ST. JACQUES, June 27th.

Boxey Harbor, eight to ten quintals; herring bait scarce; no caplin. St. Jacques, about forty families; five to six quintals; bait scarce; no salmon; no caplin. No man-of-war here since *Alarm*, in 1846. Belloram, about seventy families; eight to ten quintals; plenty herrings; no salmon; no caplin. Herring generally plentiful in Fortune Bay. An ice house here. American bankers call in here in great numbers for ice, and then procure bait.

FISHERIES.

HERMITAGE COVE, June 28th and 29th.

Left St. Jacques 7 a.m., fine clear day. At noon passed Pass Islands; wind strong from south, with thick fog and rain squalls. Anchored in Hermitage Cove; snug anchorage. Fishing at Pass Islands and Bonne Bay good; other places in this neighborhood bad. Caplin plentiful at Pass Islands.

Connaigre Bay—Twenty to fifty quintals; salmon middling.

SHIP COVE, CONN RIVER, BAY DESPAIR, June 29th.

Came up through Long Island passage; least water seventeen fathoms; very narrow in parts; heavy rain and thick fog. People here go to other parts to catch bait for French and Americans. Salmon just coming in.

GREAT JARVIS AND PUSHTHROUGH, BAY DESPAIR, June 29th.

From twenty to forty quintals per boat; no caplin; herring plentiful; salmon scarce. Received complaints as to barring herring. (See Magisterial duties.)

HARE BAY, July 1st.

Anchored in West Arm in eight fathoms mud; first rate anchorage; regular soundings and good holding ground. No inhabitants; very rocky and preciptious.

LITTLE RIVER, July 4th.

Six quintals per boat; Salmon scarce; herring for bait scarce; no caplin. No complaints.

LAPOILE, July 5th.

Little Harbor.—Cod fishery a little better than last year, from ten to twelve quintals; salmon fair; eleven days caplin; herring scarce.

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Neighboring coves much the same. All well. No complaints. Jersey firm here, DeGruchy & Co.

PORT-AUX-BASQUES, July 11th.

Cod very scarce; plenty of herring, caplin and squid. Winter fishery has been very bad, and as they have nothing else to fall back on much poverty is expected. Heard here of a public meeting having been held by Major Capenter, R.A., who has proceeded in a schooner with Rev. Mr. Goode to the west coast. (See Magisterial duties.)

SYDNEY, CAPE BRETON, July 14th.

Arrived at 7 a.m., and went alongside wharf at South Sydney. Took in two hundred tons; hauled off and anchored at noon. Strike of miners still continuing at North Sydney.

FISHERIES.

That Part of the Coast where French enjoy Rights of Fishing.

CODROY, July 11th.

Average catch of cod forty quintals. Bait (squids) scarce; fish plenty, but wont take herring. Salmon fair; crops good; no complaints. Public meeting held here by Major Carpenter, R. A, (See Magisterial duties.)

BAY OF ISLANDS, July 19th.

Little Port.—Average catch twenty to thirty quintals; salmon good; crops very good. All fishermen at Labrador. About twelve new settlers since last year. No complaints.

BONNE BAY, July 20th.

Cod from twenty to thirty quintals; salmon scarce; no bait but shell fish. Last October about seventy English and ten American vessels came for herrings. One French vessel gave £150 currency for bait in June, passing north. Men at the Labrador. No complaints. Met Major Carpenter and Rev. Goode off the entrance of Bonne Bay, bound to Sydney, Delivered to Major Carpenter letter from his Excellency the Governor. Public meeting had been held here also.

HAWKE'S BAY, July 21st.

One French vessel at Kepple Island. Reports of French fishery very bad on the west coast. One French vessel belonging here gone north, another with fish to France. Same people here and at Port-aux-Choix as last year. Seventy sail of English vessels came in the fall for herring. Salmon as under;—

North-east Brook.....	8	barrels of Salmon.
Torrent.....	12	" "

FISHERIES.

St. John's Island, July 25th.

Two French vessels here, two less than last year; about two hundred men; fishery bad; no complaints.

Castor's River, July 26th.

Anchored in nine fathoms, off White Island, and visited the river by steam cutter. Jesse Humber fishes the river, and had his net right across from one side to the other, and at the entrance of the pond. Warned him against barring, and read the Salmon Act to him. He had already thirty barrels of salmon, and had twenty salmon in his net the night before we arrived.

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THE LABRADOR.

FORTEAU, July 26th to 30th.

The accounts of the cod fishery on the Labrador to the north of Indian Harbor, Hamilton Inlet, are good, but to the southward of that very indifferent. The herring season, however, has hardly commenced. Average catch, Forteau, from twenty to thirty quintals; for two cod-seines, three hundred and eighty quintals. No scarcity of bait; salmon very plentiful along the coast.

CHATEAU, July 30th.

Anchored in Pitt's Arm. From twenty to thirty quintals hook-and-line; from one hundred and fifty to three hundred cod-seines. From general report I believe the fishermen were too late on the ground, and in consequence lost their chance of a very good voyage. Bait everywhere plentiful, caplin having struck in on 10th June; in fact, they found fish and bait on arrival.

Left Chateau August 2nd, and having picked up *Bullfinch* and *Zephyr*, arrived off St. John's at daylight of 4th, when we observed *Bellerophon* and *Dryad;* joined company and proceeded into St. John's harbour.

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SECOND CRUIZE H.M.S. "ECLIPSE."

Left St. John's with His Excellency the Governer 5 a.m., September 5th. Calm and fine moonlight night till off Baccalieu Island, when the wind set in from the eastward, with thick fog and heavy rain. Made the land at daylight off Trinity, and proceeding up Smith's Sound, anchored in

BRITANNIA COVE, SMITH'S SOUND, Sept. 6th.

Small boats from six to eight quintals; herring plentiful, also caplin; crops good.

TRINITY, Sept. 7th.

Cod-seines one hundred and thirty to one hundred and sixty; small boats from five to seven; crops good; salmon scarce.

ROBIN HOOD AND ENGLISH BAY,

Two hundred to two hundred and fifty for cod-seines; fourteen tierces of salmon best catch; small boats ten to fifteen quintals.

CATALINA.

Average from sixty to eighty for cod-seines; small boats ten to fifteen.

BIRD ISLAND.—From eighteen to thirty quintals, small boats.

GREENSPOND.

Little doing here, all men on the Labrador.

FOGO.

Anchored under the lee of the Penguin Islands at daylight; it came on to blow from the north-east; proceeded through Stag Harbor Tickle, and anchored in

FISHERIES.

HARE BAY, FOGO, Sept 10th.

Blowing a north-east gale; fine anchorage. Small boats from ten to twelve quintals; no seines used; squid and herring bait plentiful.

TILTON HARBOR.

From one hundred and eighty to one hundred and ninety for cod-seines; small boats from fifty to sixty-one.

NIPPERS HARBOR, Sept. 13th.

From four to five quintals for small boats. Anchored here for the night, very snug, and the following day His Excellency the Governor visited the copper mines of

BETT'S COVE AND TILT COVE, Sept. 13th.

Returning to St. John's at 1 p.m., of 16th September.

Much enthusiasm and loyalty exhibited at the various outports on the occasion of the visit of His Excellency the Governor.

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THIRD CRUIZE H.M.S. "ECLIPSE."

September 19th.—Left St. John's at daylight 19th September, strong head wind and sea. Arrived and anchored in Gold Cove, White Bay, having on board His Excellency the Governor and Mr. Whiteway, Solicitor General, and Staff-Captain Robinson. Dr. Eales, acting Private Secretary, and Mr. Warren, joined us here, having walked across from South-west Arm of Green Bay, Sunday, 24th September. Disembarked His Excellency the Governor and suite, *en route* across the Island to Bonne Bay.

WHITE BAY, Sept. 22nd.

From four to five quintals; herring plentiful. Six families at the head of the bay, and several scattered along the shores. Church at Pinbeck Cove.

CAPE ROUGE, Sept. 24th.

Observed five French vessels leaving for France; they have made an unusually good voyage.

ST. ANTHONY'S, Sept. 25th.

Presented Robert Simms, special constable, with $30, on behalf of Colonial Government, as a recognition of special services rendered, and swore him in again for one year. No complaints of encroachment this year, which may be attributed in a great measure to the exertions of Robert Simms, and to the fact of the French having had a good fishery.

CHATEAU, LABRADOR, Sept. 26th.

From four hundred to three hundred cod-seines; seventy to eighty small boats.

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THE LABRADOR.

October 1st.—Reports of the Labrador fishery bad, owing to the very tempestuous weather during the last six weeks.

BONNE BAY, Oct. 2nd.

Anchored in Indian Cove, a safe and admirable anchorage.

October 8th.—His Excellency and suite arrived from White Bay, after a laborious journey of fourteen days across the country. Population rapidly increasing here. Numerous complaints of all descriptions brought before us, principally family disputes and quarrels as to land, &c. Large trade in winter herrings carried on here. Herrings had not yet struck in. Several vessels, including a steamer, waiting for cargoes.

BAY OF ISLANDS, Oct. 9th.

Population increasing very fast here. Lumbering operations carried on to a great extent. Left Birchy Cove at 3 p. m. of October 10th, but coming on to blow hard from the westward, anchored in York Harbor.

October 14th.—Sailed at daylight 13th, and calling at Channel on the 14th, proceeded to St. John's where we arrived at 8 a. m. of the 17th October, experiencing strong gales from the south-eastward round to south-west on the passage.

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Magisterial Duties H.M.S. "Eclipse," 1876.

GREAT ST. LAWRENCE.

Reported by Mr. Vavasseur as follows:—During the months of August and September in each year it have (*sic*) been very often impossible for the fishermen of the locality to procure squid, as the harbour and adjacent coves are beset with boats and small schooners catching squid to supply the French; and also French fishing boats frequently visit this harbour and adjacent coves to catch squid, to the great disadvantage of our fishermen.

FORTUNE HARBOUR, FORTUNE BAY.

Mr. Simm's, Magistrate of Grand Bank, and Mr. Snook, of Fortune, complain of the numbers of American schooners who evade the light dues. Mr. Simms estimates that they should amount to about $12,000, whereas only about $240 has been collected.

GRAND BANK, FORTUNE BAY.

Population nine hundred; no doctor. American schooners avoid these places, and go further up the bay for bait and ice.

HARBOR BRITON, FORTUNE BAY.

Mr. Hubert, Magistrate, put this question to me,—Are English fishermen who haul herring or caplin within one mile of a settlement, and sell it to the Americans for bait, trangressing the law, which provides that no herring, &c., is to be hauled within one mile of a settlement for "exportation?" It appears to me not, and by the Treaty of Washington the Americans might take it themselves.

ST. JACQUES, FORTUNE BAY.

Mr. Snellgrove, Collector of Customs, complains that numbers of American bankers coming in for bait evade the light dues; they come into St. Jacques for ice, dodge about under sail to avoid Mr. Snellgrove,

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sometimes laughing at him and often refusing to pay, are picked up by Mr. Burke and go to other bays for bait. At Bay-de-Nord they haul herring in seines and keep them there till wanted. Is this barring? American trade increasing; they come for frozen herring in the winter and bait in summer. Mr. Snellgrove estimates about two hundred schooners this year.

While here six American bankers came in; gave Mr. Snellgrove the steam cutter, and sent him round to Belloram, where he found five others, and was thus enabled to collect £50 in light dues, which, without our aid, he would have never seen. It is ridiculous to suppose that the Customs and dues can be properly collected with the present machinery, or rather absence of machinery; and now that the American trade is so considerable, there should be at least one steam launch in Fortune Bay alone, to collect dues and prevent barring and illegal capture of bait for exportation. (See correspondence.)

PORT-AUX-BASQUES.

Found that Major Carpenter (late R. A.) had held a meeting at Channel, at which he had recommended our fishermen to retaliate against French fishermen, and that the Magistrate had attended the meeting and supported him. Major Carpenter has hired a schooner, and in company with the Rev. T. Goode, has gone to the west coast to promulgate these doctrines. Explained to the Magistrate that it was his duty to suppress rather than to encourage such advice. Fishermen from this part go on the west coast.

William Bennett complained that his dog had been shot by the policeman. He admitted that the dog was at large without clog or muzzle. Read the Act to him, on which he expressed himself satisfied. On being asked why he did not go to the magistrate, he replied he liked to get the law from the man-of-war, as he knew he would get it right!

CODROY.

The principal inhabitants came on board and informed me that Major Carpenter and Mr. Goode had held a meeting similar to the one at Channel, at which they had recommended the same line of conduct

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on the part of our fishermen, viz.: in the event of their nets being lifted by the French, to retaliate on the few French fishermen temporarily established on Codroy Island. Reported this to his Excellency the Governor. From what I could gather, I do not apprehend that this dangerous advice will be followed, as the French and English fishermen are on the best terms here. I was gratified to find that certain regulations and decisions made last year, had been respected.

BAY DESPAIR.

Received a complaint at Great Jarvis Harbor of barring herrings. Steamed up with the informer to Cascade Cove, where I found a net spread right across, enclosing estimated about 2000 barrels of herring; also a schooner at anchor; lifted the net and brought Geo. Bonsell who was in charge down to Great Jarvis Harbor. Sent Senior Lieutenant on shore to investigate the case. The nets belonged to a merchant at St. John's and a Mrs. Bonsell. They had been across about a fortnight and they had baited an American schooner at $1 per barrel. Mr. Boon, agent, did not know it was illegal, and reported that Mr. Camp, collecter, had told him if the fishermen complained, to take up the net, not otherwise. Herring thus kept to supply the French at St. Pierre.

Some idea of the money made in this manner may be formed on the statement of G. Bonsell, who estimated that, during the season, about thirty trips might be made to St. Pierre, taking one hundred and fifty barrels a trip; and when it is remembered that the price varies from twenty to twenty-two francs a barrel, until in August it would probably reach forty to forty-five francs. A certain Snook Cains had a share in this net. Warned Mr. Boon, and returned the net.

BONNE BAY.

On returning to this Bay I met Major Carpenter and Mr. Goode in their schooner, becalmed off the port. Having sent for Major Carpenter, I handed to him a despatch from His Excellency the Governor, addressed under a flying seal. (See correspondence).

BONDS RIVER, MALL BAY.

Visited this river, and was delighted to find that the French have abondoned their salmon fishery and weir erected across this river, which

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is one of the most valuable on this coast, and is now entirely in the hands of Jas. Clinnick.

CASTOR'S RIVER.

Another valuable river, formerly fished by the French, but of late years entirely in the hands of Jesse Humber, who I am sorry to say bars it. Found a net, barring the river completely, set in the entrance of the pond. Warned Jessie Humber and read the Fishery Act to him.

FORTEAU, LABRADOR.

The Rev. C. Jeffery requested me to endeavor to settle a dispute with reference to the Parsonage at Flower's Cove, Newfoundland; also to remove the church at Forteau to the opposite shore. Being pressed for time, unable to comply.

GENERAL REMARK.

None of the salmon nets are according to law with regard to size of mesh. (See correspondence).

BONNE BAY.

Case of Lisle Deane and his son was again gone into, all the witnesses being present, also Mr. Peeble. This case was decided last year, Willis Deane, the son, getting out of the way when the ship came in. Having heard what Willis Deane had to say, we are of opinion that the arrangement made last year was a just one, and it is to be carried out. Willis Deane, during the enquiry, having made use of language reflecting on the judgment given, is hereby cautioned, and if any breach of the peace takes place on his part, he will have to answer the same at his peril.

Case of Joseph Perry *versus* Nicholas Ash. It appearing that Nicholas Ash had threatened Joseph Perry, and that he and his family were in fear of the said threats being carried out; Nicholas Ash is hereby bound over to keep the peace for one year in the sum of one hundred dollars.

FISHERIES.

Case of Charles Sellars and family *versus* Solomon Childs and John Quick.

This appears to be a case of mutual recrimination and family quarrels.

All parties therefore, viz.: Charles Sellars, Solomon Childs and John Quick, bound over to keep the peace for one year in the sum of one hundred dollars each.

Recognizances lodged in Senior Officer's Box, 4th October, 1876.

JAMES E. ERSKINE,
Captain and Justice of the Peace.

FISHERIES.

CHATEAU.

PHILIP GILLETT *versus* JOHN and FELIX MCCARTHY. This was a case in which Philip Gillett sought to recover from John and Felix McCarthy the sum of about nine pounds currency. The Brothers McCarthy also made a claim upon Gillett for compensation for the loss of their voyage in 1875, as they maintain, through the act of Gillett. Having carefully considered the evidence of both parties, I adjudge that Felix and John McCarthy pay to Philip Gillett the amount of two-thirds of the value of stores purchased at Salmon Bay in July, 1875; that is to say, two-thirds of the sum of four pounds two shillings currency; and that, in consideration of Philip Gillett having illegally and without consent of the other parties, sold the vessel at Chateau and thus broken up the voyage, that he shall forfeit the sum of six pounds currency, due to him by the McCarthys for the value of the original supplies put into the schooner, as compensation for the loss they sustained by his act.

(Signed) COLIN M. DUNDAS,

Lieut. R.N. and J.P.

CHARLES BUTT *versus* SAMUEL PARSONS. Butt complained that Parsons had prevented him from erecting a stage for drying fish. Parsons replied that the stage proposed would encroach on ground where he had been in the habit of drying fish for fifteen years. Three respectable inhabitants gave evidence that this was the case.

Ordered Butt to remove his timber and materials, and told him he might erect a stage anywhere, not less than thirty yards from another man's property.

(Signed) C. M. DUNDAS,

Lieut. R.N. andsJ.P.

FISHERIES.

THE FRENCH QUESTION.

I have much satisfaction in reporting that, with the exception of two complaints which I have received from the French senior naval officer, against certain British subjects at St. Anthony, on the north-east coast, and a doubtful case of threatening on the part of a French man-of-war, in Lark Harbor, Bay of Island, (see correspondence), that no disputes have been brought to my notice as having occurred between French and English fishermen. Reports of forcible measures on the part of the French reached me, as having taken place at Hillyard's Harbor, on the north-east coast, in July last, and these reports were alluded to in an address presented by the Chamber of Commerce to the Commander-in-Chief, on the occasion of his visit to Newfoundland; but, on investigating the circumstances, events assumed a very different aspect. It appears that twenty or thirty English schooners from other ports were fishing off that small harbor and using codseines, as admitted by the complainant. Under these circumstances no impartial person could come to any other conclusion but that they were "interrupting the French cod fishery during the temporary exercise of their fishery rights on a certain part of our coast" secured to the French by treaty. No forcible measures were taken; they were desired to depart by the officer of the French man-of-war, which they did of their own accord.

With regard to the alleged threats at Lark Harbor, in the absence of any sworn depositions and of any evidence tending to show that any attempt was made on the part of the French to carry those threats into execution, I should be slow to believe that a French naval officer would think of adopting such a line of conduct, especially at a port where no "interruption of the French cod fishery" could have taken place.

I have alluded in another part of my report to the abandonment of the salmon weir erected by the French in Ponds River, Mall Bay, which is a subject for congratulation; and it is most earnestly to be hoped that the appointment of Magistrates, to be resident at different ports on "that part of the coast, where the French enjoy rights of fishing," may be no longer delayed; and I have ventured to draw a rough outline of a scheme, which would, if carried out, in my judg-

ment, tend most materially to advance the interests of this important colony, and to prevent the complications and difficulties to which both the Imperial and Colonial Governments are constantly exposed. (See correspondence.)

GENERAL REMARKS.

The "Shore Fishery" during the past season has been much below the average, while the catch on the Labrador has been a fair average voyage. Notwithstanding that the herring fishery on that coast has been much interrupted by a long continuance of stormy weather. The fishermen also were late in getting to their grounds on the Labrador, at the commencement of the season, and much valuable time was thus lost when both fish and bait were plentiful. The yield of cod oil has been comparatively good. Salmon have been generally plentiful; on the Labrador, particularly so.

The French on the north-east coast have made a very good voyage, while they have had an indifferent catch on the Western Shore. It is to be hoped that the winter herring fishery, now becoming so considerable a trade, may be the means of relieving the wants of the people in places where poverty might be expected on account of the bad fishery during the summer. The recent visit of His Excellency the Governor to some of the most important outports, and the opportunity afforded him of observing the complications resulting from the very anomalous position in which so many British subjects are placed, owing to our relations with France, will, I earnestly trust, prove of incalculable benefit to the colony over which he presides.

The rapidity with which the population and trade is increasing on the West Coast, notably at Bonne Bay and Bay of Islands, involves a serious responsibility on the Government; and the representation and protection of so large a community, viz.: between twelve hundred

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and fifteen hundred at each place cannot be long delayed without serious consequences.

The ill-advised actions of self-constituted agitators, and the advice given by them to the ignorant fishermen, especially at Bonne Bay, have had its fruits, as shown by the increased number of complaints, made to us in our magisterial capacity at that port. I regret to observe that there has been a tendency exhibited this year, by a considerable number of the people, to act as though they considered they were outside the pale of the law; and it is not within the bounds of possibility for a captain of a ship of war, during the short period of his stay, to investigate all the numerous complaints which have accumulated during his absence, or to do justice in the various matters which are brought to him for settlement.

The rich mineral resources of the colony are being rapidly developed; some idea of their value may be estimated, when it is considered that, at Bett's Cove, a copper mine, visited this year, which only two years ago was apparently a barren waste; fifteen hundred men are now employed, and the mine at the time of our visit producing one hundred and twenty tons of copper a day.

The efforts to revive the important industry of the Bank Fishery on the part of an energetic merchant of St. John's, will, I trust, be successful, and stimulate others to follow his example, The vast importance of using all our energies in competing with the Americans, both on the Banks and on the shores of Newfoundland and Labrador, and especially in the taking and preserving of bait, so important an element in that fishery, must be self-evident, when the advantages now derived by the Americans, by the Treaty of Washington, are considered.

It behoves the people of Newfoundland to bestir themselves unless they wish to see "the wind taken out of their sail" by the Americans, and the enormous wealth which the proximity of their Island to the valuable fishing grounds on the Banks should afford them, together with the vast supply of bait only attainable on their own shores, diverted into the hands of foreigners.

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It might be supposed on a superficial glance of the treaties, that the Americans have only acquired the same privileges they possessed under the Reciprocity Treaty; but it will be well to remember that this is not so; they have for the first time, acquired the right of not only catching fish and bait on our coasts, but also of using our Island as a basis of operations; together with the additional and important advantages of being able to dry and cure their fish on our shores, as well as to refit and bait their vessels for the prosecution of the "Bank Fishery." They will not be slow in taking every advantage of the privileges thus accorded them; and it appears to me that a much more serious and extensive competition will arise than the people of this colony are prepared for, and which may most seriously affect the "shore fishery" of Newfoundland. I trust that this aspect of matters may be well considered when the Newfoundland claims for compensation are laid before the Halifax commission.

JAMES E. ERSKINE,

Captain and Senior Officer.

FISHERIES.

H. M. S. *Eclipse*,

Halifax, 15th May, 1876.

SIR,—

1. I have the honor to acquaint you that I have been selected to carry out the duties of senior officer on the coasts of Newfoundland and Labrador.

2. I am to assure you that it is the Commander-in-Chief's anxious desire to prevent all encroachments, and to suggest that, under existing circumstances, it will be better, merely to warn off trespassers and to use our joint endeavours to prevent by all possible means, collisions between the fishermen of the two nations.

3. In conclusion, I beg to assure you, that it will be my anxious endeavour to co-operate with yourself in the most friendly spirit; and while protecting British subjects in the prosecution of their lawful pursuits, to prevent their encroaching on the just rights accorded to your nation by treaty.

4. I enclose a list of vessels employed in this Division. It is my intention to be at St. John's about the 23rd May.

I have, &c., &c.,

(Signed,)

JAMES E. ERSKINE,

Captain and Senior Officer.

To the
Senior French Naval Officer,
on the coasts of Newfoundland.

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SAINT PIERRE,
Mai 20, 1876.

MONSIEUR LE COMMANDANT,—

Je m'empresse de vous accuser réception de la lettre que vous m'avez fait l'honneur de m'adresser par le commandant du *Bullfinch*, et de vous remercier des dispositions amicables dont vous me donnez l'assurance; ces dispositions sont celles dont je suis moi-même animé. Appelé par mon Gouvernement à exercer le commandement de la station Française sur les côtes de Terre-Neuve, je suis convanicu, monsieur le commandant, que nous nous efforcerons, chacun en ce qui nous concerne, á faire observer les clauses des traités passés entre les deux nations; c'est dans ce sens que je donnerai des instructions aux navires placés nous mes ordres, et je suis assuré que comme toujours l'entente la plus parfaite existera enter les batiments de guerre Anglais et Français.

Empêcher les empiétements, prévenir les delites, respecter les droits réciproques, sont comme vous me faites l'honneur de me le dire, les meilleurs mesures d'ordre pour éviter tout conflit entre nos pêcheurs.

Je joins à cette lettre une liste des navires de guerre Français affectis à la station de Terre-Neuve.

Veuillez agréer,

Monsieur le Commandant, &c.,

(Signé,) GALLIBER,
Le Capitaine de vaisseau Commandant de la Place et la station de Terre-Neuve.

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THE AMERICAN FISHERY.

No. 49.

H. M. S. *Eclipse*,
Sydney C. B., 14th July, 1876.

SIR,—

With regard to your memorandum of 28th April, and the information required for the use of the Halifax Commission, I have the honor to report,—

1.—During the cruizes on these coasts, in H. M. Ship, under my command in the fishery seasons, 1875-76, I have never observed an American vessel resorting to the territorial waters of Newfoundland for purposes of fishing.

2.—Owing to the dense and continued fogs which we have experienced this year up to this date, I am unable to form any opinion from personal observation, of the numbers of American vessels availing themselves of the privileges accorded by the Treaty of Washington; but I visited all the ports in Fortune Bay, the great mart of the bait trade, where colonial officials reside, and from them have gathered all the information which they could afford on this important subject.

3.—The cod fishery carried on by the Americans, as far as Newfoundland is concerned, is, I believe, chiefly, if not altogether confined to the Banks; but they also do a thriving trade during the winter months by the purchase of herrings, which preserved in a frozen state, not only find good markets for human consumption in the States, but are likewise used as bait in the fishery off their own coasts in the spring.

4.—The schooners employed in this manner, principally from the port of Gloucester, are in every respect thoroughly equipped and well found, and their numbers are yearly increasing. It is impossible

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from this side to ascertain, with any amount of accuracy, the number of vessels employed, as they make a point of evading the ports where custom house officers reside; but our consul in the States should be in a position to supply this information. The number of American vessels annually resorting to Fortune Bay are variously estimated between 300 and 500, and I have heard the number of American Bankers put as high as one thousand. They use bultows of enormous length; and when the vast extent of bait, thus spread out, is considered, it is astonishing that the ground is not speedily cleared of fish.

5.—Although doubtless, by the Treaty of Washington, the Americans might haul their own bait on our shores of Newfoundland, I have never heard of this having been done; they sometimes make a bargain with the owner of a seine and haul the bait themselves with his net; but during a brisk fishery, when fish is on the ground, time is money, and bait must be procured without delay, and they are quite ready to pay for it at the cheap rate of sixty cents a barrel. The Americans chiefly use herring bait in preference to caplin, as it stands better on the hooks.

6.—Their manner of procedure is as follows, viz: During the winter months they bring supplies, &c., in exchange for frozen herrings. When the Bank fishery opens they run into Fortune Bay, pick up their ice either at St. Pierre or ports in Newfoundland, when procurable, and are baited by the English fishermen at the rate of twenty or thirty dollars for about sixty or seventy barrels, which lasts them about a month, returning for fresh supplies during the season.

7.—To collect the light dues from this extensive fleet, and to regulate the taking of bait for their supply, the Colonial Government have three officials in Fortune Bay, viz.: at Grand Bank, Harbor Briton and St. Jacques, but none of these gentlemen have any means of locomotion with a view of carrying out their duties, and as I steamed into Jacques, I was much amused to observe the Preventive officer in full pursuit of a swift American banker who had been sailing round the bay for several hours, while Mr. S. was keeping up an animated but hopeless chase in a small dingy. Fortunately the same day six schooners happened to come in for ice, and five others having passed on to Belloram, I sent the Preventive officer round in our

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steam cutter and enabled him to collect fifty pounds—not a sixpence of which would he have seen, had it not been for our opportune arrival.

I have, &c., &c.,

(Signed,)

JAMES E. ERSKINE,

Captain and Senior Officer.

To Vice Admiral,

SIR A. COOPER KEY, K.C.B.,

Commander-in-Chief.

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GOVERNMENT HOUSE, NFLD.,

July 3rd, 1876.

Sir,—

I am directed by Her Majesty's Principal Secretary of State for the Colonies to request that you will, if it be possible, send a ship-of-war to any place on the shore where the French have Treaty rights, where it may come to your knowledge, danger of collision between the fishermen of the two nations may be apprehended in consequence of the supposed intended action of Major Carpenter, and that the Commanders of Her Majesty's ships should exercise their magisterial and other powers in order to maintain order. I have also the honor to request that you will be good enough to cause the accompanying letter, addressed to Major Carpenter under flying seal, to be safely delivered to him, after you have perused its contents and closed it.

I am informed Major Carpenter is at Channel, with the Rev. Mr. Goode.

I have, &c.,

(Signed,) J. H. GLOVER,

Governor of Newfoundland.

CAPT. ERSKINE, R.N.,

Senior Naval Officer.

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H. M. S. *Eclipse*,

SYDNEY, C.B.,

17th July, 1876.

SIR,—

I have the honor to acknowledge your Excellency's letter of July 3rd, requesting me to send a ship-of-war to any place on the shore where the French have Treaty rights, where it may come to my knowledge, danger of collision between the French and English fishermen may arise in consequence of the supposed intended action of Major Carpenter, and that the Commanders of Her Majesty's ships should use their magisterial and other powers to maintain order; also enclosing a despatch under a flying seal for Major Carpenter.

2.—I regret that I did not receive your Excellency's despatch at Port-aux-Basque, as I should in that case immediately have proceeded to Codroy, where Major Carpenter was at that time.

3.—At Port-aux-Basque I was informed that Major Carpenter had called a meeting, at which, after reading treaties and other documents, he had recommended the fishermen to retaliate on the French, in fact to take the law into their own hands. Anything more suicidal or fatal than the adoption of these tactics could not be devised. It is in direct opposition to the orders under which Commanders of Her Majesty's ships are acting, viz.: "To prevent by all possible means, collisions between the fishermen of the two nations," and it has been chiefly owing to the influence which Her Majesty's ships have exercised in pursuance of this policy that serious disturbances have not hitherto taken place.

4.—Being thoroughly aware of the importance of preventing the mischief which such advice to our fishermen is calculated to produce, I shall proceed without delay, to visit all the ports where difficulties are likely to occur, and your Excellency may rely on me to use all the

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powers entrusted to me, to that end. I will endeavour to find Major Carpenter, in which case I will place your Excellency's despatch in his hands.

I have, &c.,

(Signed)

JAMES E. ERSKINE,

Captain and Senior Officer.

To His Excellency
SIR J. H. GLOVER, G.C.M.G.,
&c., &c., &c.,
Governor of Newfoundland.

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H. M. S. *Eclipse*,
St. John's, 4th August, 1876.

SIR,—

With reference to your Excellency's letter, of July 3rd, I have the honor to report as follows, viz.:

1.—On my arrival at Codroy Roads, on the 18th July, having ascertained that Major Carpenter had held a meeting at that port, supported by the Rev. T. Goode, in charge of the mission, at which he had recommended our fishermen to adopt retaliatory measures against the French in the event of their interference, and that he had sailed for Bonne Bay, I considered it most important to proceed, without delay, to that port; and I had the good fortune to fall in with Major Carpenter off the entrance of the Bay, he being becalmed in the schooner which he had hired on his return to England *via* Halifax and Sydney.

2.—It affords me the greatest satisfaction, to report that his visit to that part of the coast where the French enjoy fishing rights, has been confined to Codroy, St. George's Bay, and Bonne Bay. At the island of Codroy, where only about sixteen Frenchmen are in the habit of resorting, they live, during the temporary exercise of their fishery rights, in the most perfect harmony with the English inhabitants on the mainland; and although the advice tendered by Major Carpenter, with the support of the clergyman of the district, whose position should give him considerable influence with the uneducated fishermen of the coast, might lead them to violent acts, I have no apprehension that such will be the case; on the contrary, I believe that the good sense of the greater number of the people will show them the folly and danger of adopting such measures.

3.—At Bonne Bay, I was informed that Major Carpenter, probably having received your Excellency's caution, had refrained from tendering his former advice, and had confined himself to reading treaties and other documents; but I took the opportunity of urging on the people in the strongest terms, the importance of keeping within the law, and of strictly conforming to the engagements of the several teaties.

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4.—There are no French rooms either in St. George's Bay or Bonne Bay; it will be therefore evident that Major Carpenter has seen little of the working of the concurrent rights of fishing on this coast. The inhabitants, however, of the ports he visited, do go to the Labrador to fish, and in passing along the shore, both going and retnrning, are liable to come in contact with the French; and it is on these occasions that violent measures may be apprehended; and it requires but little encouragement to induce our people to take the law into their own hands, and to come to blows with the French.

5.—Had Major Carpenter visited sundry other ports on this part of the coast, he could not have failed in bringing about the crisis which has been so long imminent; but it is earnestly to be hoped that the ultimate settlement of this long standing and delicate question may be arrived at by other and more legitimate means.

I have, &c.,

(Signed,) JAMES E. ERSKINE,

Captain and Senior Officer.

His Excellency
SIR J. H. GLOVER, G.C.M.G.,
&c., &c., &c.,
Governor of Newfoundland.

FISHERIES.

H. M. S. *Eclipse*,
At St. John's,
4th September, 1876.

Sir,—

I have the honor to report for your Excellency's information and that of your Government, that during my recent cruize along the coasts of this Island, I have observed that the act to amend the act entitled "Of the Coast Fisheries" is in very few instances observed with respect to the size of mesh of salmon nets, viz. :—six inches.

2.—It appears to me that it is exceedingly questionable whether this alteration in the law is a wise one having in view the fact that, in some places, the fish, as is well known, run of a smaller size than in others, and the fact of having to substitute new nets presses hard on the poorer fishermen, whose means are so limited; but as long as the act stands upon the Statute Book it should be made generally known and enforced.

3.—At no places were the owners of salmon nets aware of the alteration in the act referred to, before our arrival. Under these circumstances I did not carry out the provisions of the act; had I done so, there would have been few salmon nets remaining. But as by section VI, the seizure and destruction of illegal nets is compulsory, it is only fair that copies of the act should be distributed along the coast, and the people cautioned as to the penalty to which they are liable.

I have, &c., &c.,

(Signed,)

JAMES E. ERSKINE,

Captain and Senior Officer.

His Excellency
Sir J. H. Glover, G.C.M.G.,
&c., &c., &c.,
Governor of Newfoundland.

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SYDNEY, CAPE BRETON,
21st Sept., 1876.

Croiseur de la Place, station de Terre-Neuve, Commandant.

MONSIEUR LE COMMANDANT,—

J'ai l'honneur de porter à votre connaissance deux plaintes qui m'ont été adressés par le Capitaine Larny, prud'homme du havre de Saint Antonie. La première concerne les frères Pilgrim, qui, après avoir provoqué une rixe entre quelques uns de vos pêcheurs et nos matelots, ont menacé par deux fois le patron Guillaume de faire feu sur son embarcation. Permettez moi, monsieur le commandant, de vous donner sur la seconde, plus grave dans ses conséquences, des détails qui m'ont été confirmés par le commandant de la *Dives* dans un rapport que cet officier supérieur m'a adressé après avoir fait à Saint Antonie une enquête minutieuse sur les deux incidents regrettables qui s'y sont passés. La 8 Sept. deux de nos batteaux étaient mouillés sur la côte nord de la baie de Saint Marie, le patron de l'un d'eux nommé Fichon (François) embarqué à bord de *l'Eugénie* en qualité de maitre de pêche rentrait à l'etablissement de Saint Antonie —à 10 heurs du matin—avec une forte plaie au coté gauche de la tête, le sang coulant abondamment. Interrogé aussi que ses deux matelots par le capitaine prud-homme ils ont répondu qu'un *Wary* Anglais armé de deux hommes les avait accosté vers 9 heures du matin demandant de l'eau et du pain.

Maitre Fichon leur a donné un pain, en leur disant d'en couper chacun un morceau; au lieu de remettre la portion restante qui constituait la ration de ses hommes pour la journée, les marins Anglais ont caché le pain à l'avant de leur embarcation.

Fichon après l'avoir inutilement reclamé s'est penché pour le prendre. Pendant quil était dans cette position il reçut du homme Penny (Joseph) plusieurs coups de gaffe qui le forcèrent à se blottir au fond de la chaloupe; puis, comme ce pain étaient le seul qu'il possédat, il essaya encore de le rependre et reçut alors un nouveau coup qui lui coupé son chapeau et lui fit à la tête une large plaie. Fichon fut ramené dans cet état à Saint Antonie où les premiers soins lui furent donnès par un médecin Français du havre; plus tard le médecin de la *Dives*

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constate que par suite de la blessure ce maitre garderait le lit probablement pendant un mois.

Penny, interrogé par le commandant de la *Dives*, a reconnu qu'il n'avait été ni frappé ni menacé par aucum de nos hommes.

Je regrette, monsieur le commandant, d'avoir à vous entretenir de ces plaintes, mais mon devoir m'oblige à le faire. Comme j'ai la plus entière confiance dans votre esprit de justice, je me borne à vous signaler les faits, et a les livrer, pour la suite a leur donner a votre equitable appréciation.

Veuillez agréer, Monsieur le Commandant, la nouvelle assurance des meilleurs sentiments de votre obéissant serviteur.

Le capitaine de vaisseau,
Commandant la station navale Française,
Sur les côtes de Terre-Neuve,

(Signé,) GALIBER.

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H. M. S. *Eclipse*,
St. John's, 11th October, 1876.

SIR,—

I hasten to acknowledge your communication of 21st September, which reached me yesterday, on my arrival at this port.

I regret that the lateness of the season will prevent my investigating, myself, the complaints which you have brought to my notice, as it is my duty, in the exercise of my magisterial functions, to prevent, and if necessary, to punish, anything like violence on the part of our fishermen.

I will forward a copy of your letter to the colonial Government, with a view to a full investigation into the circumstances therein detailed, in order that the offenders may be brought to justice and the general good feeling which exists between the fishermen of the two nations, during the temporary exercise of your fishery rights on these coasts, may be continued and preserved.

I have, &c.,

(Signed,) JAMES E. ERSKINE,
Captain and Senior Officer.

To the
Senior French Naval Officer,
On the coasts of Newfoundland.

FISHERIES.

H. M. S. *Eclipse*,
St. John's,
19th Oct., 1876.

Sir,—

I have the honor to forward for your Excellency's information, a copy of a letter which I have just received from the senior French naval officer on this station, bringing to my notice two complaints against British subjects, at the port of St. Anthony, on the north-east coast, together with my reply. Being under orders to return to Halifax, I regret that I am unable to assist in investigating the circumstances.

I have, &c.,

(Signed)

JAMES E. ERSKINE,
Captain and Senior Officer.

His Excellency
The Governor of Newfoundland.

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RELATIVE TO FISHERIES.

No. 77.

H. M. S. *Eclipse*,
St. John's, 19th October, 1876.

SIR,—

I venture to submit the following rough outline of a scheme having for its object the more efficient carrying out of the delicate and important duties connected with the protection of the Newfoundland fisheries, which would in my judgment, if adopted, tend most materially to advance both Imperial and Colonial interests. I trust that you will not consider this suggestion out of place, coming from me at the conclusion of my second season on the fisheries.

I have the honor to be,
Sir,
Your obedient servant,

JAMES E. ERSKINE,
Captain and Senior Officer.

To Vice-Admiral
SIR A. COOPER KEY, K.C.B.,
Commander-in-Chief.

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SCHEME PROPOSED.

1.—That there should be six schooners of about one hundred and fifty tons burthen, with complements of fifteen seamen each, having a steam cutter attached, necessitating one engineer and assistant, and one stoker in addition.

2.—That these schooners should be stationed at intervals round the coasts of Newfoundland and Labrador, preserving a cordon, and communicating occasionally with each other.

3.—These vessels to be under the orders and control of the senior naval officer; but in addition to their duties in connection with the protection of the fisheries, to be charged with the duties of assisting in the enforcement of colonial laws, and aiding in the collection of revenues, light-dues and the like, in those ports and along the shore where the French have Treaty rights.

4.—Every opportunity to be taken by these vessels of ascertaining and supplying hydrographical information, and making more complete surveys of the numerous ports and anchorages of the coast. A medical officer to be attached to each, to give medical aid along the coast.

5.—In consideration of the important services thus rendered to the Colonial Government, that Government to pay a proper proportion of the expenses.

6.—The advantages gained would be as follows:

Firstly, an authority would be always at hand to settle the constantly recurring squabbles between the fishermen, as to encroachments, interruption, &c.

Secondly, the revenues and light-dues, at present almost entirely evaded, would be collected.

7.—The number of seamen, stokers, &c., required to man these schooners, with their steam cutters, would not exceed the complement

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of one of the *Bullfinch* class, and they might be either borne on the books of the senior officer's ship, when leaving Bermuda for Newfoundland, or lent from the supernumeraries of the flag ship. These schooners might either be laid up at St. John's or Bermuda for the winter, or detached during that season to the West Indies, affording a good school both for young officers and seamen.

8.—Such is a mere outline of a scheme which, after two years' experience on this coast, I am convinced would advance both Imperial and Colonial interests in Newfoundland. The importance of shewing the pendant continually at those ports where the French have Treaty rights, and where there are constant chances of collision, cannot be overestimated. The fact of an authority being at hand, would tend most materially to prevent complications arising, which may at any moment involve us in serious difficulties.

9.—With a senior officer in a ship of *Eclipse* class, and a *Bullfinch*, together with the six schooners as proposed, a much more effectual and efficient force would be afforded for the protection of our important fisheries, than by the addition of a third ship-of-war, the visits to the various ports of these vessels being necessarily short and hurried. In view of the results of the Treaty of Washington, and the rapidly increasing competition which the Americans are beginning to exercise on these coasts, together with the difficulties arising from the French question, it becomes of the utmost importance that the machinery and force necessary for the protection of our rights should be adequate and sufficient.

FISHERIES.

Reporting a doubtful complaint against a French Man-of-War.

H. M. S. *Bullfinch*,

St. John's, 10th October, 1876.

Sir,—

I have the honor to bring to your notice a statement that was made to me by George Shepherd, fisherman, of Lark Harbor, when I called off that port on the 19th September, 1876.

2.—I had stopped the ship off the harbor and gone ashore, to make some inquiries as to the loss of a schooner on the coast, when in course of conversation with George Shepherd, he stated that a French man-of-war (from his description the *Laplace*) had called in at Lark Harbor about one month previously, and sent an officer ashore, who, through an interpreter a young man called Legee, the son of the guardian of the French rooms at Little Port, who happened to be there, told him "they must stop fishing there and take down their buildings, and if this was not done when they came around again, they would do it for them."

3.—As I was detached from the ship, I was unable to take this man's deposition, but his statement was made in the presence of Michael Esmond, the permanent pilot of the *Bullfinch*, and was confirmed by the man's brother, J. Shepherd. The other witnesses were absent, as was also the boy Legge, on whose story and interpretation the whole case hinges.

4.—Being fully alive to the necessity of making anything that might take the form of a case or complaint against the French authorities, as definite and incontrovertible as possible, and as this man's statement does not appear to me to be so, I have thought it better to inform you of the matter apart from my other reports.

5.—I communicated the substance of this rumour to Mr. Carter,

FISHERIES.

the resident magistrate at the Bay of Islands, with a view to his obtaining further information when practicable.

6.—I respectfully submit, that I do not consider any charge could be brought against the French on this man's story, whether sworn or otherwise; but I have thought it my duty to give you full information of such a statement having been made, as, in any case, the officers on this station next season, could be forewarned of this rumoured interference on the part of the French, in a harbour where their people neither have rooms, nor exercise their rights of fishing.

I have, &c.,

(Signed)

R. M. LLOYD,

Commander.

CAPT. J. E. ERSKINE,
Senior Officer
H. M. S. *Eclipse.*

JAMES E. ERSKINE,

Captain and Senior Officer.

FISHERIES.

Report on the Pilotage of the Coasts of Newfoundland.

H. M. S. *Eclipse*,
St. John's, October, 1876.

SIR,—

In making this report, I have, to avoid repetition, confined myself to those places alone where but scanty information is furnished.

SOUTH COAST, LONG ISLAND PASSAGE.

This passage, connecting Hermitage Bay with the north-east arm of Despair Bay, may be taken by vessels of the heaviest draught with safety, and in doing so the shore of Long Island should be kept, leaving the small islands (four in number,) on the eastern hand. Steaming through at a speed of five knots no soundings were obtained except between the northermost of the islands and Long Island, where seventeen and a half fathoms was the least, with speed reduced to slow.

HARE BAY.

The entrance and run, north north-east three and a half miles, is about one-third of a mile wide and steep to on both sides. It then expands into a magnificent basin. Excellent anchorage will be found in the north-west portion, in about eight fathoms soft mud, with gradual soundings as you approach off a green woody point, which form the eastern side of the entrance of an inner and smaller basin, into which a river falls. Do not pass this point (without personal examination) as a spit extends off it towards the opposite shore.

LAPOILE BAY.

The day-mark at Ireland Island now exists, but is liable to be washed away.

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WEST COAST, CODROY ROAD.

A good guide for anchoring here on a sandy bottom, where it is generally rock, is to have the Beach Point of the mainland just over or touching the Beach Point or eastern side of Codroy Island, north and south point of Codroy Island west to north-west.

BONNE BAY.

The anchorages in this Bay in the south arm, at Woody Point in Deer Brook, have been considered undesirable, owing to the depth of water, twenty to twenty-two fathoms, the proximity to the shores, and extreme caution required in taking up a suitable berth. Vessels of this size and even larger, may be relieved of any anxiety by knowing that few better anchorages exist on the coast than that offered at Indian Cove. This Cove seems never to have been used by our vessels and is apparently unknown. As may be seen by the chart it is conveniently situated at the entrance of the three arms. In it there is room to moor with ample scope, or lie at single anchor in any weather. It is securely sheltered from all winds (except south-east) and sea. The general depth is from seven to nine fathoms good holding ground, sand and stiff mud. There is deep water, four fathoms, close to the shore all round, except the north-east bight, which is fringed with shoal water. To enter, borrow on the western side of Mud Channel, there being a shoal pit with boulders off the eastern point of the entrance. The eye is the only guide, and anchor in the centre of the basin. Small vessels may use the arm which extends to the north-west; but at the head of this arm the water becomes shallow. This cove seems better known as Wild Cove about here.

DEER BROOK.

If intending to anchor here avoid the north-east corner or mouth of the river, which is easily discernable, as a banks extends off some distance, and can only be seen at low water when it nearly dries. This bank breaks down rapidly from two to ten, fifteen and twenty fathoms and is dangerous to approach. The north-west side of the head of the arm is clear and shoals gradually towards the shore, and is pretty steep to with room to swing; but you must anchor in eighteen to twenty

FISHERIES.

fathoms. Much deeper water will be found than represented in the chart; and the lead must be rapidly used.

The anchorage in the South Arm is much of the same character. Keep rather on the north side of the Arm, and anchor on getting 20-22 fathoms. Woody Point is very undesirable even in day-time, and is frequently occupied by schooners.

ST. JOHN BAY,

Of which there is only the general chart, should be navigated with great caution and attention to the lead as the soundings laid down are few, and the bottom seems irregular. The anchorage off Castor's River is not good, the bottom being coral and is exposed to all winds from westward. There is a prominent beacon on White Island, but the beacons on Yellow Point are in a very shaky condition and can scarcely be seen.

EAST COAST, ST. MEIN BAY.

When making for this Bay from the southward struck soundings twelve, eleven and eight fathoms, about three-quarters of a mile east (true) from Wolf Point with Fox Point north half east, and Cape St. Antony east half north. This patch appears of small extent.

WHITE BAY

Appears seldom visited. The only anchorage at the head of the bay is in Gall Cove, and only fit for temporary use. This is on the north side of Millers Island in front of a beach of blue gravel, just within the eastern point of the cove. Great caution is required anchoring, as you must not get within twenty fathoms, which is rather close to the shore. The soundings rapidly deepen outside this. The shore is clear and steep to all round carrying four fathoms close in. The bottom is of a loose gravelly nature.

About two and a half miles south-east by south from Coney Arm Head, a sunken rock is reported by the fishermen, having only six to eight feet water on it, and is of small extent. Avoid the passage east

of Granby Island, as it appears to contain several ledges, some of which show even with a slight swell.

NIPPER'S HARBOR

Affords good shelter for smaller vessels and may be used by one vessel of this size as a summer or temporary anchorage, and even in bad weather if sure of finding it clear of other vessels. The holding ground is good. Vessels waiting to load at Tilt and Betts Coves remain here. They use stern hawsers, and moor to the north shore. As the mineral exports increase, this harbor will probably become more frequented from its handiness and safety. The plan is correct and reliable, and the eye is the only guide for anchoring.

A light-house has recently been erected on or near the north end of Toulinguet Island. Have seen the light from Tilt Cove, thirty-three miles distant, on a clear night, and the lighthouse, twenty-three miles, in day time. The light is a revolving white.

Round the eastern coast, shoals of 11-13 fathoms should be avoided with a heavy easterly swell, as they frequently break. It is said that the sea sometimes breaks in seventeen fathoms. I furnish these remarks for the guidance of strangers, especially when in the vicinity of Fogo Island and Cape Bonavista, where outlying shoals are numerous.

Round north from Greenspond, a steamship may take the inside run north of Greenspond Island to Gull Island with safety. The charts two hundred and ninety-three Fogo Island to Cape Bonavista, and two hundred and ninety-four to Greenspond, are thoroughly reliable. The leading marks given are clear and conspicuous, but become distant, and could scarcely be relied on if bound in, except by persons of local experience. The Change, Cobbler, Middle and Margery rocks shew with a moderate sea, which renders the pilotage easier, but avoid John Gill rock, which does not shew readily, owing possibly to its being overgrown with kelp.

If wishing to pass inside Fogo Island or into Hamilton Sound, a safe, and I think the best channel will be found in daytime north of the Penguin Island and between Edwards Reef and Hennessey and

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South rock. The Muddy Shag rock can easily be seen from the north Penguin, and is a good leading mark.

CATALINA.

On the hill above Courage Point is a small church with spire, which makes a good leading mark into the harbor after passing Burnt Point.

An enlarged chart of the coast from Burin to Devil's Bay, (including Fortune, Hermitage and Despair Bays) and also of St. John's Bay, I think would be found of service.

I have the honor to be,

Sir,

Your obedient servant,

FREDERICK HIRE.

Approved,

JAMES E. ERSKINE,

Captain and Senior Officer.

FISHERIES.

Medical Report on the Newfoundland and Labrador Fisheries.

FIRST CRUIZE, 1876.

SIR,—

I have the honor to make the following Medical Report of the fishing stations visited by H. M. S. *Eclipse* on the Newfoundland and Labrador coasts, between the 10th June and the 4th August, 1876.

The *Eclipse* sailed from St. John's on the 10th of June, arriving on the 11th at Trepassey.

Here forty-one patients were prescribed for viz:—

Rheumatism	1	Case.
Lumbago	2	"
Pleurodynia	1	"
Neuralgia	1	"
Headache	3	"
Ophthalmia	2	"
Oritis	1	"
Palpitation	3	"
Cynanche	2	"
Dyspepsia and general debility	8	"
Anemia	1	"
Hemorrhoids	1	"
Ascarides	2	"
Rachites	1	"
Chronic Synovites	1	"
Abscess	2	"

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Teeth extracted	2 Cases.
Psoriasis	1 "
Eczema	2 "
Tumors	2 "
Cancer of Breast	1 "
Teething	1 "

Sailed the fourteenth, arriving same day at Colinet. Five applicants for medical aid, viz :—

Rheumatism	2 Cases.
Ophthalmia	1 "
Cynanche	1 "
Curvature of spine (from absorption of bodies of vertebræ)	1 "

Sailed the 18th, arriving on the 19th at Great St. Lawrence. Fourteen applicants, viz. :—

Rheumatism	2 Cases.
Sciatica	2 "
Pthisis Pulmonalis	1 "
Hemeralopia	1 "
Bronchitis	1 "
Pleurisy	1 "
Dyspepsia	2 "
Gastrodynia	1 "
Pyrosis	1 "
Hæmorrhoids	1 "
Erysipelas	1 "

Sailed the 21st, arriving on the 23rd at Grand Bank. Five applicants, viz. :—

Neuralgia	1 Case.

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Puerperal Mania	1	Case.
Conjunctivis	2	"
Dyspepsia	1	"

Sailed on the 24th, arriving on the same day at Harbor Breton. Seven applicants, viz.:—

Syphilitic Psoriasis and Ophthalmia	1	Case.
Curvature of Spine	1	"
Rheumatism	1	"
Dyspepsia	1	"
Hæmorrhoids	1	"
Acue	1	"
Srofulous disease of knee-joint	1	"

Sailed the 27th, arriving the same day at St. Jacques. One applicant, a case of Hæmatemesis.

Sailed the 28th, arriving same day at Hermitage Cove, Hermitage Bay. No applicants.

Sailed the 29th, arriving same day at Ship Cove, Despair Bay. Thirteen applicants, viz.:—

Neuralgia	1	Case.
Scurvy	1	"
Palpitation	1	"
Cataract	2	"
Headache	2	"
Chronic Bronchitis	1	"
Dyspepsia	1	"
Hæmoptysis	1	"
Hæmatemesis	1	"
Tooth extracted	1	"
Scalp wound	1	"
Dysmenorrhæa	1	"

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Sailed 1st July, arriving same day at Hare Bay. No applicants.

Sailed the 4th, arriving same day at Little River. No applicants.

Sailed the 5th, arriving same day at La Poile Bay. Four applicants, viz :—

Dyspepsia	1 Case
Hæmorrhoid	1 "
Bursitis (house-maid's knee)	1 "
Ulcer	1 "

Sailed the 11th, arriving same day at Port-aux-Basques. Twelve applicants, viz:—

Neuralgia	1 Case
Dyspepsia and General Debility	5 "
Pthisis Pulmonalis	2 "
Fistula Lachrymatis	1 "
Porrigo	1 "
Menorrhagia	1 "
Hæmoptysis	1 "

Sailed the 13th, arriving at on 14th Sydney, Cape Breton Island. No applicants.

Sailed the 17th, arriving on 18th at Codroy. One applicant, viz:—

Teeth extracted	1 Case

Sailed the 18th, arriving on 19th at Bonne Bay. No applicants.

Sailed the 20th, arriving on 21st at Hawke's Bay. One applicant, viz :—

Headache, Masturbation and tendency to Mania	1 Case

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Sailed the 25th, arriving same day at Mall Bay and at Castor's Bay. In the former were three applicants, viz :—

Hæmoptysis	1 Case
Ecthyma	1 "
Wound of Foot	1 "

In the latter none.

Sailed the 26th July, arriving same day at Forteau Bay, Labrador. Twenty-three applicants, viz :—

Neuralgia	1 Case
Pleurodynia	3 "
Lumbago	2 "
Conjunctivitis	1 "
Catarrh	2 "
Bronchitis	1 "
Dyspepsia	5 "
Scrofula	1 "
Gastrodynia	3 "
Acue	1 "
Dysuria	1 "
Rachites	1 "
Bubo (symp.)	1 "

Sailed 30th July, arriving same day at Chateau, Labrador. Seventeen applicants, viz :—

Pertussis	2 Cases.
Rheumatism	3 "
Neuralgia	1 "
Lumbago	1 "
Dyspepsia	3 "
Anorexia	1 "
Gastrodynia	2 "

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Scrofula of neck	1	Case
Sebacious cyst of neck	1	"
Synovitis	1	"
Injury of left thigh	1	"

Sailed August 2nd, arriving on the 4th at St. John's, completing the first cruise.

A resident medical man is much required at Forteau and at Chateau.

Total number of applicants, one hundred and forty-seven.

I have the honor to be, Sir,

Your most obedient servant,

C. J. DEVONSHIRE, M. B.,

Staff Surgeon.

CAPT. J. E. ERSKINE, R.N.,
&c., &c., &c.,
H. M. S. *Eclipse.*

FISHERIES.

Medical Report on the Newfoundland and Labrador Fisheries.

SECOND AND THIRD CRUIZES OF H. M. S. ECLIPSE, 1876.

H. M. S. *Eclipse*,

St. John's, 17th October, 1876.

SIR,—

I have the honor to send in a Medical Report of the second and third cruizes of this ship on the Newfoundland and Labrador fisheries.

The *Eclipse* sailed from St. John's on the 5th September, and arrived on the 6th at Trinity. Three applicants for medical aid, viz :—

Pthisis Pulmonalis	1 Case
Scrofula	1 "
Morbis Cordis	1 "

Sailed the 7th, arriving same day at Catalina. Seven applicants, viz :—

Rheumatism	1 Case
Palsy	1 "
Palpitation	1 "
Dyspepsia	1 "
Anœmia	1 "
Abscess (thumb)	1 "
Sprain (knee)	1 "

Sailed the 8th, arriving same day at Greenspond. One applicant, a case of neuralgia.

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Sailed the 9th, arrived on the 10th at Fogo. Four applicants, viz:—

Ganglion (left knee)	1	Case
Inflamed Bone (right elbow)	1	"
Cebacious Cyst (right nipple)	1	"
Anchylosis (left middle digit, hand)	1	"

Sailed the 13th, arriving the same day at Nipper's Harbor. Two applicants, viz:—

Paralysis	1	Case
Scrofula of left hip and pelvis, with anchylosis of hip joint	1	"

Sailed the 14th, arriving on the 16th at St. John's, terminating the second cruise.

Sailed from St. John's on the 19th, arriving on the 22nd at White Bay. Six applicants, viz: —

Ophthalmia	1	Case
Dyspepsia	2	"
Scrofula (right hip)	1	"
Dysuria	1	"
Paralysis	1	"

Sailed the 24th, arriving on the 25th at St. Anthony. No applicants.

Sailed the 26th, arriving the same day at Chateau. Forty-three applicants, viz:—

Pertussis (whooping cough)	11 Cases

There was and had been an epidemic of this disease in the vicinity of Chateau Bay.

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Rheumatism	5	Cases.
Pthisis Pulmonalis	2	"
Scrofula	1	"
Neuralgia	1	"
Conjunctivitis	3	"
Echopion	1	"
Dyspepsia	6	"
Aphthæ	1	"
Gastrodynia	1	"
Constipation	1	"
Ascarides	2	"
Eczema	1	"
Ulcer	3	"
Wound (severe of left index.) Amputation performed through the head of the 1st phalanx	1	"
Injury to chest	1	"
Sprain	1	"

One case congenital, oblique, strangulated, inguinal hernia of left side, descending into the scrotum, accompanied with stercoraceous vomiting, extreme pain, cold clammy skin a feeble pulse. The patient Wm. H. Bassey, at 26, was brought on board at Chatteau, no medical aid being obtainable on shore. The medical men of this ship (Mr. Whately and myself) represented to the Captain (Capt. J. E. Erskine, R. N.) that the symptoms being so urgent an immediate operation was the only means of giving the man a chance of living, and that we could not undertake the responsibility of performing it, unless the patient were allowed to remain on board, and that the man would not consent to an operation unless he were permitted to be kept under our care.

We tried taxis, both with and without chloroform, to no purpose; so, having obtained the captain's consent and the man's sanction to the operation for strangulated hernia, we put him under the influence of chloroform, drew off the urine with a cathetar, and operated at 11 P.M., on 30th September, in the usual manner, by an incision along the axis of the rupture. On the sac being opened recent adhesions were found connecting the gut to the neck of the sac. By gentle manipulation

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these were broken through, and the knuckle of intestine was then easily returned into the abdomen; stritches, compress, and bandage were applied, and pulv. opii, grains two, administered. I may here remark that the sac was found to be black and gangrenous in front, and firmly adherent at the back of the canal and scrotum. The gut was chocolate colored, elastic and glistening; but although much congested from the six days' constriction had not lost its vitality. The testicle was situated at the lower part of the rupture, which was evidently of old standing and probably congenital, as the patient states he had it from a baby, and that the testicle always returned into the abdomen with the rupture, and remained there. The testicle is now in its normal place.

October 3rd., 9 p.m.—The patient has had no bad symptoms, The vomitting ceased immediately after the operations, and flatus was passed per anem; his appetite became good; light diet did not satisfy him; he craved for solid food. To-day the bowels have been copiously relieved (first time) by enemata of castor oil, turpentine and gruel, and he feels easy both in body and mind. Opiates have been given, and the urine has occasionally been drawn off by the cathetar when requisite. Poultices were applied the second day, because the wound and parts adjacent were tender and inflamed, and the upper stitch was removed to give exit to the discharge from the gangrenous part of the sac. Lotions of carbolic acid and of Condy's fluid have been also used.

October 5th.—Progressing very favorably; tongue quite clear and moist; appetite good; temperature and pulse normal; no tympanitis; sleeps well, and has passed urine naturally for the last two days. All the stitches but one have been removed.

October 6th.—A part of the gangrenous sac is coming away in the poultices. Ordered preserved chicken and one gallon port, &c.

October 7th.—Going on well; the wound is granulating; an enema given to-day; responded quickly and satisfactorily.

October 9th.—Wound clean; stop poultice, and apply Condy's fluid; bowels moved naturally and freely; four ounces port wine daily.

October 15th.—Wound only open at the ends; doing well.

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October 17th.—The patient got up for a while, but soon had to lie down again.

Sailed 1st October, arriving on the 2nd at Bonne Bay. Nineteen applicants, viz :—

Incomplete General Paralysis	1	Case
Infantile Palsy (left side)	1	"
Ophthalmia	2	"
Bronchitis	1	"
Gastrodynia	2	"
Dyspepsia	3	"
Anemia	1	"
Elephantiasis (left leg and thigh), thirty years increasing	1	"
Stricture Urethra (cathetar passed several times under chloroform)	1	"
Amenorrhæa	1	"
Chlorotis	1	"
Hydrocele (left) an operation performed, contents drawn off by trochar canula	1	"
Sprain	1	"
Tooth extracted	1	"
Cleft Palate	1	"

Sailed on 10th October, arriving same day at Bay of Islands. Six applicants, viz :—

Rheumatism	1	Case
Ophthalmia	1	"
Catarrh	1	"
Lachrymal fistula	1	"
Dysmenorrhæa	1	"

One case disorganisation and gangrene of ring finger (right) with abscess of palm from allowing a whitlow to open of itself. Finger

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amputated on board under chloroform on 11th October, through the head of the metacarpal bone. Stitches and bandage applied; ordered to keep it wet and go to the resident surgeon. He was given lint, plaster, Condy's fluid lotion, and two powders of opium, one grain each h. s. 11th and 12th.

We sailed the same day, but had to anchor again near the mouth of the Bay of Islands, and did not get clear till the 13th, arriving at St. John's on the 17th October, thus completing the third cruise.

I have the honor to be, Sir,

Your most obedient servant,

C. J. DEVONSHIRE, M. B.,

Staff Surgeon.

CAPT. J. E. ERSKINE, R.N.,
&c., &c., &c.,
H. M. S. *Eclipse*, St. John's.

Approved,

JAMES E. ERSKINE,

Captain and Senior Officer.

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FISHERY REPORT.

H. M. S. *Bullfinch*,
St. John's, 10th October, 1876.

SIR,—

I have the honor to forward for your information the following report of the recent cruises of H.M.S. *Bullfinch*, under my command, on the coasts of Newfoundland and Labrador, in the fishery interests:

CATALINA BAY, June 9.

A few schooners in, bound North. Only enough herrings taken for home consumption. Magistrate and Minister.

GANDER BAY, June 12 to 15.

Passed field-ice three miles off Cape Freels yesterday. No salmon yet; a few sea trout. A school-house building on the north side. Six inhabitants. No complaints. Wooded here. Buck moose landed here last year dead. Doe not seen for ten days.

SELDOM-COME-BY, June 15 to 23.

Left Gander Bay at 3 A.M. Found field-ice everywhere. A clear lane to this harbor, so anchored here. South-east wind next day; harbor filled. Schooners and other vessels ice-bound; some thirty days in the ice. Cod and herring very scarce. Caplin not in till the 16th. Can walk ashore in any direction. French reported to have been fishing three weeks.

23rd.—Cod striking in; no bait. One schooner in ice at Hall's Bay since October last. (See Magisterial duties.)

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CANADA BAY, June 24 to 27.

Salmon running in North River. One man (Matthews) fishing it; has caught three tierces since the 19th. Meshes all one inch too small; warned him. No French. The West River here is very fine; plenty of salmon running; is not fished.

INGLEE HARBOR, June 27.

(See Magisterial duties). Plenty cod; bait scarce. No trouble with French. Salmon nets five inches and a half in mesh; warned.

CANADA HARBOR, June 27.

One French room. Salmon scarce. No sickness or complaints.

CONCHE BAY, June 27.

Great salmon fishery. Fish scarce at present.

ROUGE HARBOR, June 27.

Found here nine French brigs and a schooner. Only seven French rooms this year. French arrived on coast middle of May. Cod was plentiful; bait had been scarce; caplin just in. Two English families get on well with the French, who do not interfere with the salmon fishery.

CROC, June 27 to 29.

(Irish Harbor). Two French rooms. Cod very plentiful. Caplin just in. French captain of rooms told me he had already caught half a voyage. Had a good passage out—twenty days. Little ice.

St. JULIEN.

Seven English families. Cod and salmon plentiful.

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FISHOT ISLANDS, June 29.

Passed French store ship *Dives*, bound south. Twenty English families. Five French rooms. No complaints, but not on good terms. Cod and salmon scarce. Caplin not in, but taken in deep water. French will not allow cod seines, and try to prevent salmon nets.

SOUTHERN BROOK, HARE BAY, June 29 to July 1.

Anchored at 6 p. m. Wooded. (See special report to Sir J. Glover and Magisterial).

CREMAILLERE, July 1.

Cod plenty; more up to present time than was taken all last season. Plenty caplin; no salmon. Three English families. No French rooms.

ST. ANTHONY'S, July 1 to 2.

Plenty cod and caplin. Hook and line. French will not allow cod seines, and would stop salmon nets, too, if they could. Two French rooms; three last year. A Wesleyan minister; no school. Robert Simmons, special constable, not resworn. (See magisterial duties.)

SHEMAIRE, July 2 and 3.

No French. Cod very plentiful; forty quintals per boat, two men. Salmon very scarce. No complaints.

WHITE CAPE HARBOR, July 3.

Cod plenty. No salmon.

GRIGUETS, July 3.

Same report. Fifty quintals per boat—two men.

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NORTH (FORTUNE) BAY, July 3.

Cod plenty; salmon scarce. No complaints; speak well of French. Icebergs in all harbors.

QUIRPON, July 4 to 5.

Cod plentiful. French well spoken of, and doing very well. Three French rooms here and one brig. (Frederick Plynn, special constable. See magisterial duties.)

Visited Little Quirpon. Cod plenty; hook and line. Five English families; one French brig; one room.

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THE LABRADOR.

July 5.

Started for the Labrador at 10 A.M. Fine and clear with north-west wind; numerous icebergs. North-east wind on the coast but tolerably clear; plenty of ice and ice-bergs, but a good moon.

CURLEW HARBOUR, July 6.

Steaming to the northward; many icebergs; occasionally patches of field and broken floe ice. Anchored in Curlew Harbor at 7 p.m.; very desolate; two or three huts and a brigantine.

CARTWRIGHT HARBOUR, July 7.

Sent a boat to arrange mails at Long Island Post Office, and proceeded for Sandwich Bay; field ice within two miles all round. No sign of cod. Detained by grounding in Favorite Tickle.

SANDWICH BAY, July 8.

Anchored off the Eagle River at sunset.

EAGLE RIVER, July 9.

Visited the Hudson's Bay Company's station by boat, four miles. A splendid salmon river; bar very shoal.

PARADISE RIVER, HINCHINBROOK, July 9.

Anchored off this river at sunset; a fine river, but salmon less plentiful; wooded here.

FISHERIES.

CARTWRIGHT HARBOUR, July 11.

Came here this forenoon; Mr. Dawe, manager, is a magistrate; he says they are getting more salmon than they know what to do with, and are taking their nets up.

CURLEW HARBOUR, July 12.

Anchored here to see about our mail.

LONG ISLAND, July 12.

Cod have struck in, but are not plentiful. One seine boat, six hands, sixty quintals.

GREADY AND CAPE NORTH, July 13.

Cod very scarce. Salmon getting slack. Hear that the steamer *Labrador* struck the ground near the Sisters, going into Grady.

INDIAN TICKLE, July 13 to 17.

Found here thirty-eight schooners, one brig, and one brigantine. Schooners chiefly Nova Scotian, bound north. Caplin plenty; cod scarce. Numerous icebergs. Schooners passing through in great numbers. Two brothers (Brown), masters of schooners *Cousins* and the *Unicorn* asked for assistance, having sprung their foremasts. Sent to repair them.

Sunday, 16th.—Mail arrived, but no letters. (See magisterial duties.)

DOMINO RUN, July 17 and 18,

Arrived here under sail at 11.30 a.m.

FISHERIES.

Griffin's Harbor and Farmer's Cove.

Average, twenty quintals per boat for a fortnight, hook and line. Say they were too late on the coast. Caplin were almost over.

Spotted Island, Black Tickle, and Batteaux.

Salmon have been fair, but are now scarce. The same cod report as above. Many schooners passing north.

Occasional Harbor, July 19, 20.

At this, Square Island Harbour, Scrammy, Ship Harbor, and Fishing Ships Harbor, the average catch, ten quintals a boat (two men, hook and line) since the 15th June. Seine boats (seven men), average eighty quintals. Bultow in use, but taking little. Caplin still in; no salmon.

Deer Harbor, July 20, 26.

Communicated with Battle Harbor, and anchored here at 9 p.m., blowing hard. Plenty of salmon running in the river here, but it is not fished. No inhabitants. Wooded here. Detained by bad weather and fog.

Fog and Petty Harbor.

Average, one hundred and twenty quintals of cod. One seine boat, seven hands.

Spear Harbor.

Fishing very bad. Harbor blocked with ice.

Battle Harbor, July 26.

Called here passing. Cod indifferent; seines, fifty quintals. Caplin plenty; herring just in.

FISHERIES.

WHITE POINT, CAPE ST. CHARLES, ANTLE'S COVE.

Same take with seines. Hook and line boats twelve quintals for whole season. Plenty of icebergs.

ISLET BAY (NIGER SOUND), July 26, 28.

No vessels or signs of life. Good water. Wood scarce. At Chimney Tickle, cod fair, three hundred and fifty quintals per cod-seine (twelve boats); forty for hook and line. Salmon good. Both scarce now. Here, as further north, they say they came on the coast *too late.* Caplin had come in, and cod, and moved out again. The former were lying on the beach.

TEMPE HARBOR, HENLEY, CHATEAU BAY,
July 28 to August 1.

Forty quintals a boat; salmon plenty.

At Camp Islands, cod scarce; average thirty-five quintals per boat; about seventy quintals per seine. Here no cod just now, except with seine; they say they arrived too late.

30th July.—*Eclipse* arrived.

FORTEAU, August 1.

Came here for our mails and left for St. John's on the 2nd August.

FISHERIES.

SECOND CRUIZE.

Left St. John's at sunset, 21st August, against a fresh south-east wind and heavy sea. Fog in the morning.

TREPASSEY, August 22 to 24.

Having been unable to land at Cape Race, visited fog whistle, &c., by land (special report). Cod, four hundred quintals a boat.

BURIN, August 24.

Arrived here at 7 p.m. Cod, twenty quintals per hook and line boat; two hundred quintals others—a flourishing settlement.

LAMALINE, August 25.

Called here to enquire into the alleged encroachments of the French in our waters. (See special reports.) Fishing very bad; eighteen quintals since May. Magistrate and special constable.

BURGEO, August 26 to September 1.

Brought Inspector Carty and four constables here from St. John's; inquiry into the alleged murder of H. Nelson, wharfinger to Jersey Company. Detained by magisterial duties and bad weather.

LAPOILE (LITTLE HARBOR AND NORTH EAST ARM), Sept. 1 to 5.

Fishery poor, twenty-five quintals for two men, hook and line. Detained by westerly gale.

PORT-AUX-BASQUES, Sept. 5 to 7.

Passed the mail steamer in thick fog. Fishery bad, not more than one hundred quintals for two hands, hook and line, whole season; about

FISHERIES.

ninety boats; a few halibut worth about six shillings per hundred weight; caplin very rare here; chief bait herring.

CAPE RAY, Sept. 7.

Anchored under the Cape to visit the light-house and fog-whistle for the information of the Governor. (Report forwarded.) Blowing hard from N.N.W.; left at sunset.

SYDNEY, CAPE BRETON ISLAND, Sept. 8 to 12.

Arrived at North Sydney at 10 a.m. Took in forty-eight tons of coal and anchored off South Sydney, the French ship *LaPlace* lying there; three days hard blowing from northward.

HAWKE'S BAY AND KEPPLE HARBOR, Sept. 14 to 16.

A hard blow from south-west. One French room, one brig and two schooners; French catch one thousand quintals; one English family fifty quintals; no complaints; French man-of-war *Dives* called off the port, 15th instant.

BONNE BAY, (Southern Arm), Sept. 17.

Herring poor; blowing hard from northwest to west; no complaints; Governor expected.

LITTLE PORT, WILD, OR BEAR'S COVE, Sept. 18,
And York Harbor, Bay of Islands.

Called off Little Port for information as to the wreck of Ridout's schooner, Christmas, 1874. French left on the 14th; one thousand quintals for each brig, six in all. Went on to scene of wreck, Bear's Cove, five miles south-west. (Special report). Returned to York Harbor at dark.

LARK HARBOR AND BIRCHY COVE, Sept 19.

Put into Humber River for further information about wreck. Bad

season; taking now six quintals, hook and line. (See remarks). Communicated with Mr. Carter, magistrate. Weather very fine. Mr. Petre has a fine herring and timber business. Road making here very creditable. Saw mills in full work. Good hay made up the river.

St. George's Harbor, Sept. 21 and 22.

An agricultural settlement chiefly. Men away at Labrador. No magistrate, clergyman, or doctor, and all are much needed. Diptheria had been very bad, still exists. A wreck commissioner required here and two or three constables.

Codroy, Sept. 23.

Here one night. Fishing reports poor; average seventy quintals for hook and line, two men. Two French rooms on the island; bad season.

Great Harbour, Lapoile Bay, Sept. 24.

Arrived here at four p.m., having picked up our mail at Channel. A good anchorage, but very deep. Fish very indifferent; average twenty-five quintals; next to nothing. Same reports from West Point, Indian Cove and Platt Harbor; about forty-two boats; herrings very scarce.

White Bear Bay, Sept. 25 to 28.

A small turbot fishery here. At Deer Island, seven families; average, about sixty quintals for hook and line and bultows.

Hare Bay (Hermitage), Sept 29 to Oct. 1.

A good anchorage. Very squally from the westward. No fishing news.

Harbor Briton, Oct. 2.

Mail arrived at 3 p.m. Fishing poor; forty-five quintals, hook and line boats. Some cod about now, but no bait; herring scarce.

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St. Mary's, Oct. 4 and 5.

A better agricultural district. Plenty of cattle, sheep and poultry, A magistrate, but no Protestant clergyman or doctor. Fish indifferent; hook and line boats, thirty quintals; seine boats, three hundred quintals, (outside average.)

Trepassey, Oct. 6 to 9.

The most promising settlement I have seen. Houses better built and kept; clearings more extensive; plenty of stock. Fish above the average, viz.: seine boats, three hundred and fifty quintals; hook and line boats, one hundred quintals. Thirteen thousand quintals of fish have already been shipped away from here. No clergyman or doctor, the latter much needed just now. Left for St. John's at 5 p.m. on the 9th inst.

St. John's.—Arrived at 9 a.m., on the 10th.

REMARKS.

Reviewing the work on this coast for the first season, I find little that I can set forward that might be useful to the public service, that has not already been fully treated with in former reports.

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THE FRENCH QUESTION.

1.—The difficulties arising from the vague wording or shortsightedness of the treaties and declaration of Versailles (1783), present the same features as formerly. The French claim the exclusive right of fishing, and to a certain extent exercise it, inasmuch as they prevent our own fishermen using cod-seines, and make them move their salmon nets. I might remark here on the anomaly of this latter case, for I fail to see how there can be "competition" (the fatal word) between the takers of salmon and cod.

The French do not appear to lay any claim to the salmon fishery on the coast where they are allowed to fish (the Southern River in Hare Bay excepted), and our fishermen are clearly in their own waters and fishing with moored nets. If therefore there is any "interruption," it must be on the part of the French, who, with ample water elsewhere, insist on shooting their seines in the salmon runs, and having the nets moved. It seems to me it is merely required that we should assert our position in this respect, to remove any soreness existing between the fishermen, and without detriment to either party.

While on this subject and without presuming to expound or interpret treaties, which have already been under the consideration of the highest authorities, I may, perhaps, be permitted to say, that the use of the expression in the declaration of Versailles, "fishermen of the two nations" seems to disallow at once any such thing as "exclusive" right to the French, otherwise the word "*fishermen*" would not have been used, as the framers of the treaty could scarcely expect persons following that calling to visit or remain on the coast where they were not allowed to fish; and this granted, the "competition" (which I see is "concurrence" in the French and does not at all convey the same meaning) seems to be admitted and provided for. Evidently they may *compete*, but must not *interrupt*. I can see no contradiction here, and the word *molest* further on, seems to supply the intention of the whole declaration.

The general tendency of our past action seems to have been to strengthen the French view; and it is surprising to me that our having failed to assume the rights of the salmon rivers in our own territory has not been attended with more unsatisfactory results. Having had

FISHERIES.

the opportunity of perusing the treaties, documents, and former reports, bearing on this intricate case, and also of personally observing the effect of the existing system, I have ventured to make the foregoing remarks, which I trust, will not be thought misplaced.

2.—Excepting on the north-east coast, I believe the French have had a poor season. I am aware of several instances where their vessels have sailed for home with only one-third of a "voyage;" but I do not see, nor do I hear of any intention on their part, to reduce or give up their fishing stations. I have been unable to detect the line of conduct taken by the commanders of their men-of-war; but I think it has amounted to occasional warnings and threats to our settlers and fishermen without even the intention of action.

FISHERIES.

THE FISHERIES, &c.

1.—The takes of salmon has been good nearly everywhere, and in Sanwich Bay, on the Labrador, it was something fabulous. I was too early on that coast to witness the height of the cod fishing; but from the number of fishing schooners I passed, it must be greatly on the increase. The settlements at present are very sparse, and of a most temporary nature. Here as on the north-east portion of Newfoundland, if settlements could be erected, and the fishing craft winter on the coast, they would get about their fishing much earlier, and not lose the first run of bait. The vessels were all late getting to their stations this year. The reports of the fishing on the Western and Southern Shore are the most unfavourable, and I fear there will be great destitution in places.

2.—The evils of the truck system are very apparent, but it would be unfair to lay the blame at the large merchants' doors, for the men are too poor to start themselves with plant, and with two or three indifferent seasons, must of necessity be in debt. If they were paid in cash for their fish they would be no better off under existing circumstances. I think, however, the badness of the times will drive them into paying more attention to agriculture, and the advance of education, and the gradual development of the resources of the coast, will tend to lessen, if not remedy, this poverty and dependence.

3.—I have found the Newfoundlanders, as a rule, to be a law-abiding and a Sabbath-preserving people. They see the value of education, and are willing to advance it as much as lies in their power.

4.—The French fishery throughout seems to be carried on in a better style than our own. Their rooms are better and larger, their boats are better, and more efficiently manned and equipped. On the western portion of the south coast, for instance, I noticed a great want of enterprise in the fishing. They go about the business in a half-hearted sort of way; their boats are small and ill found; their plant generally indifferent, and the very hands in the boats are often mere children.

5.—I have not fallen in with any American schooners, nor have I obtained any information as to the working of their trade. I under-

FISHERIES.

stand their great attraction is the purchase of the winter herrings on the west coast. I have heard no complaint against them.

6.—The evil of the want of settlement as to titles to land was most conspicuous, on the Humber River, Bay of Islands. Here a road has been almost completed, (mainly due to the liberality and energy of Mr. Petre) and numerous applications have been made to Mr. Carter, the resident magistrate, for grants of land for building. Having no authority, he has been obliged to put them off, and as a consequence the people have taken it for themselves, and houses are springing up on either side of the road.

7.—I think it would be well if some restriction could be placed on the indiscriminate slaughter of cariboo. The number of them killed on the coasts in the winter is beyond belief. It would be of the greatest practical utility if some of these animals could be taken and tamed. A reward offered for a team of domesticated cariboo might prove a stimulus to this end, and help to rid the country of the obnoxious curs whose presence prevents the keeping of sheep, &c., in many places, and which all through the summer are useless.

8.—I have found the last year's accounts of the state of the country, &c., applicable alike at the present time. I am glad to be able to report there is still a tendency to advance, in many parts of the coast, notwithstanding the depression caused by the bad season, and I think the rumor that roads are to be made wherever useful and practicable, and the French question settled, has thrown new life into the coast community.

I have the honor to be, Sir,

Your most obedient servant,

RODNEY M. LLOYD,
Commauder.

FISHERIES.

Magisterial Duties, H.M.S. "Bullfinch," 1876.

SELDOM-COME-BY.

The light-house keeper of Cann Island came off to know whether there was anything against his setting a trap-net for cod, on a portion of the island where they could not be taken by any other means, and there was no salmon run. Nothing against it in fishing laws, but advised his referring to local magistrate at Fogo. Complaints about strangers cleaning cod on the bank and driving fish away. See no law about it.

CANADA BAY (NORTH BROOK).

Matthews fishes for salmon; meshes too small. Warned.

CANADA BAY, INGLEE HARBOR.

Henry Handcock applied for the guardianship of his late son-in-law's (Jas. Parsons) three infants and property. Granted subject to decision of Supreme Court. Mother dead; Parsons killed by accident, intestate. Salmon nets five and a half inches. Warned.

HARE BAY, SOUTHERN BROOK.

James Cobb and Eli Elliott complained that they were prevented taking salmon in the river, by James McGrath, who said the captain of the French rooms had given him leave. Gave J. McGrath an extract from fishery laws, and arranged for all the parties fishing the river without interfering with each other, (see special letter to his Excellency the Governor), and warned them as to size of meshes and one-third clear middle water.

FISHOTS BAY.

James Broumlay and others appealed as to whether he and other English settlers have the right, with the French, of taking cod in the

FISHERIES.

waters of their own coast. Informed them that as long as they did not interrupt the French by competition they could do so. French try to stop all fishing here by English.

ST. ANTHONY'S.

Robert Simm applied on the old question, as to remuneration for doing duty as special constable. All quite here, and not resworn (see special letter). French will not allow cod-seines and interfere with salmon nets John Pilgrim, of St. Anthony's Bight, complained on oath of French having robbed him of a seal. Witnesses being absent, handed case over to lieutenant commander Hamilton when about to leave in August. Tried to explain treaties to Pilgrim.

QUIRPON.

Frederick Pynn applied as to duties and remuneration as special constable; not resworn (see special letter). Reported also the death, by accidental discharge of a gun, of Martin Riggs, April 9th, 1876. Produced attested evidence.

THE LABRADOR—INDIAN TICKLE.

Eli Stanley, of Hawk Harbor, Trinity Bay, came to complain of Patrick Colbert, of Carbonear having taken his cod-seine skiff from Little Harbor and gone north with it. Produced proof of ownership. Sent a warning to P. Colbert to give it up. Dispute between Samuel Bartlett and Michael Rose, as to the right to a piece of beach and an old stage here, originially belonged to Rose's father. Rose says, has placed the matter in the hands of Mr. Whiteway, to whom I referred on return to St. John's. Ordered Bartlett to have use ground for curing his fish.

TEMPLE HARBOR CHATEAU BAY.

Moses Clarke appealed as to property of late brother, intestate. Widow has no children and married again (now Mrs. Kennedy); claims whole. Commander Drummond having given judgment in the case last year, which could not be produced, was unable to settle, but gave extract of the law.

FISHERIES.

SECOND CRUIZE.

LAMALINE.

French appear to encroach on our waters, and fish with bultows, &c., off Port Mary. Our fishermen do not complain. Small preventive force required. (See special letter.)

BURGEO.

Brought Inspector Carty here, an inquiry being held into supposed murder of H. Nelson, wharfinger to Jersey company. Assisted the local magistrate (Mr. Jordan) by request.

BONNE TO ST. GEORGES HARBOR.

Inquiring on this part of the coast into circumstances of loss of Ridout's schooner, Christmas, 1874 (see special report). Strong suspicions of foul play as to the loss of ships, and also of the presence of wreckers on this coast.

RODNEY M. LLOYD,
Commander.

CAPT. JAS. E. ERSKINE,
Senior Officer.
H. M. S. *Eclipse.*

FISHERIES.

HYDROGRAPHICAL REMARKS.

H. M. S. *Bullfinch*,
St. John's, October 11th, 1876.

Sir,—

I have the honor to submit the following remarks on the undermentioned places visited during the season.

I have the honor to be,

Sir,

Your obedient servant,

GEO. W. HENDERSON,
Naval Sub-Lieutenant.

To Commander Rodney M. Lloyd,
H.M.S. *Bullfinch*.

FISHERIES.

LABRADOR.

CHART No. 251, "CURLEW HARBOR."

A rock with only six feet of water on it is said by the fishermen to exist half-way between White Point and the east bill of Cape North, two cables distant from the shore.

2.—No. 263, "CAPE ST. CHARLES TO SANWICH BAY."

A small islet, locally known as Iron Island, situated off Hare Island, is dangerous to vessels passing in thick weather, as it attracts the needle very considerably even at the distance of one and a half miles.

3.—No. 133, "ST. LEWIS SOUND AND INLET."

A ledge extends from Low Islet into the channel between it and St. Charles Island for about one cable, which breaks with a moderate swell.

NEWFOUNDLAND.

1.—No. 293, "FOGO ISLAND TO CAPE BONAVISTA."

The position of either Dog Point and Island or Duck Island (Gander Bay), is incorrrectly laid down, as course from the latter, for the fairway, Change Island run, north-east one-quarter east, leads to the point inside Dog Point.

2.—No. 272, "BURGEO ISLAND."

A conspicuous white beacon has been built on West Flat Island, which shows out very distinctly from the west or southward. Also a small beacon on the half-fathom rock, south of Small Island.

3.—No. 292, "HARBOR BRITON."

A large mooring buoy is laid down in the centre of fairway, secured

FISHERIES.

by a heavy anchor to the shore, which is very convenient for any ship to make fast to. It is one cable distant from the harbor rock.

CAPE BRETON.

No. 2042, Sydney Harbor.

The bar is now marked by a black buoy on the east edge, and a red buoy on the western edge.

Bullfinch, St. John's.
10th October, 1876.

Forwarded for information of Captain Erskine, senior officer, H.M.S. *Eclipse*.

RODNEY M. LLOYD,
Commander.

FISHERIES.

Medical Report on the Newfoundland and Labrador Fisheries.

H.M.S. *Bullfinch*, at St. John's, Newfoundland,
October 10th, 1876.

SIR,—

I have the honor to make the following medical report on the fishing stations visited by H.M.S, *Bullfinch*, between the 9th of June and 10th of October, 1876.

H.M.S. *Bullfinch* sailed from St. John's, Newfoundland, June 9th, arriving at Catalina Bay June 9th.

The following cases were prescribed for :—

CATALINA, June 10.

Bronchitis	1	Case
Neuralgia	1	"
Hysteria	1	"
Amenorhœa	1	"
Articular Rheumatism	1	"
Catarrh	1	"
Gastrodynia	1	"

GANDER BAY, June 12.

Ulcer	1	"

SELDOM-COME-BY, June 15.

Sprains	3	"
Catarrhal Ophthalmia	2	"

FISHERIES.

Prolapsus Uteri	1	Case
Dyspepsia	1	"
Ulcer	1	"
Catarrh	1	"
Paronychia	1	"
Amenorrhœa	1	"
Functional disease of the heart	2	"
Rheumatism	2	"
Neuralgia	1	"
Bronchitis	2	"
Nephralgia	1	"
Incontinence of urine	1	"

CANADA BAY, June 23. No applicants.

ROUGE AND CROQUE HARBORS, June 27. No applicants.

HARE BAY, June 29.

Vertigo	1	"
Dyspepsia	1	"

ST. ANTHONY, July 1.

Sprain	1	"
Laryngitis	1	"
Dyspepsia	1	"
Bronchitis	1	"

ST. LUNAIRE, July 3.

Rheumatism	2	"

GRIGUET, July 8.

Dyspepsia	1	"
Rheumatism	1	"

FISHERIES.

KIRPON, July 4.

Insanity	1	Case.
Sprains	2	"
Dyspepsia	1	"

CURLEW HARBOR, July 6.—No applicants.

FAVORITE TICKLE, July 7.

Phlegmon	1	"
Sprain	1	"

EAGLE RIVER, July 8.

Phlegmon	1	"

PARADISE, July 9.

Strumous Ophthalmia	1	"

CARTWRIGHT HARBOR, July 11, and CURLEW HARBOR, July 12.

Catarrhal Ophthalmia	1	"
Hæmoptysis	1	"
Sprain	1	"

INDIAN TICKLE, July 13.

Pthisis	1	"
Pleuritis	1	"
Catarrhal Ophthalmia	1	"
Gunshot wound of the eye	1	"

DOMINO RUN, July 17.

Epilepsy	1	"
Catarrh	2	"
Bronchitis	1	"
Phlegmon	1	"

FISHERIES.

OCCASIONAL HARBOR, July 19.

Strumous Ophthalmia	1	Case.
Sciatica	1	"
Morbus Coxæ	1	"
Diarrhœ	1	"

DEER HARBOR, July 20.

Hæmoptysis	1	"
Rheumatism	1	"

ISLET BAY, July 26.—No applicants.

CHATEAU.

Rheumatism	1	"
Ulcer	2	"
Phlegmon	2	"
Whooping Cough	1	"
Sprains	2	"
Dyspepsia	4	"
Ophthalmia	4	"
Cancrum Oris	1	"
Gastrodynia	4	"
Rheumatism	2	"
Anasarca	1	"
Worms	4	"
Sprain	1	"
Amenorrhœ	1	"
Synovitis	1	"
Hysteria	1	"
Catarrh	1	"
Neuralgia	2	"
Scurvy	3	"

FISHERIES.

Paronychia	1	Case.
Erysepelas	1	"
Diarrhœ	1	"
Hæmoptysis	1	"
Wounds	1	"
Hæmorrhoids	1	"
Bronchitis	1	"
Pleuritis	2	"

FORTEAU.

Catarrh	1	"

H.M.S. *Bullfinch* arrived at St. John's, Newfoundland, August 4th.

Sailed from St. John's, August 21st, arriving at Trepassey, August 22nd.

TREPASSEY, Aug. 22.

Phthisis	2	Cases.
Bronchitis	2	"
Ulcer	2	"
Morbis Cordis	1	"
Dyspepsia	4	"
Gunshot wound of the thigh	1	"
Pleurodynia	1	"
Hysteria	1	"
Ascarides	2	"
Inguinal Hernia	1	"
Synovitis	1	"
Teeth extracted	2	"

LAMALINE, Aug. 25.

Morbus Coxæ	1	"

FISHERIES.

Diarrhœa	1	Case.
Inguinal Hernia	1	"

BURGEO, Aug. 26.

Phthisis	1	"
Deafness	2	"
Abscess	1	"
Functional disease of the heart	1	"

There is a medical man stationed here. He informed me that the place is very healthy.

LAPOILE, Sept. 1.

Phthisis	2	Cases.
Orchitis	1	"

CHANNEL, Sept. 5.

Catarrh	1	"
Dyspepsia	3	"
Neuralgia	1	"

CAPE RAY, Sept. 7.—No applicants; only remained a few hours; weather very stormy.

SYDNEY CAPE BRETON, Sept. 8.—No applicants; several medical men here; place healthy.

HAWKE'S BAY, Sept. 14.—No applicants.

BONNE BAY, Sept. 17.—No applicants.

FISHERIES.

BEAR COVE, Sept 18.

Bronchitis..... 1 Case

BIRCHY COVE, HUMBER RIVER, September 19th. There is a medical man here.

ST. GEORGE'S BAY, September 21. No applicants. There is a doctor here.

CODROY ROADS, September 23.

Phthisis..... 1 Case

LAPOILE BAY, September 24.

Bronchitis..... 1 Case

WHITE BEAR BAY, September 25.

Incontinence of urine..... 1 Case

HARE BAY, September 29. No applicants.

HARBOR BRITON, October 1. No applicants. There is a medical man here.

ST. MARY'S HARBOR, October 4.

Bronchitis	3	Cases.
Hæmoptysis	1	"
Dyspepsia	8	"
Sprains	2	"
Neuralgia	2	"
Rheumatism	3	"
Morbus Cordis	1	"
Strumous Ophthalmia	2	"

FISHERIES.

Synovitis	2	Cases.
Phlegmon	1	"
Sciatica	1	"
Tonsilitis	1	"

No medical man here.

TREPASSEY, October 6.

Dyspepsia	14	"
Phlegmon	3	"
Rheumatism	4	"
Bronchitis	6	"
Worms	6	"
Neuralgia	3	"
Vesical Catarrh	1	"
Sprains	4	"
Phthisis	2	"
Catarrhal Ophthalmia	2	"
Synovitis (knee joint)	2	"
Hysteria	1	"
Pleuritis	1	"
Amenorrhœa	1	"

Sailed from Trepassey, October 9th. Arrived at St. John's, Newfoundland, October 10th.

No epidemic disease prevailed at any of the fishing stations visited during the cruise.

Total number of cases, two hundred and thirty-two.

At St. George's Bay I was informed by the medical man that several cases of diphtheria had occurred previous to our arrival, some of them of a very severe nature.

FISHERIES.

No case of venereal disease came under observation during the cruise.

I have the honor to be,

Sir,

Your obedient servant,

EDWARD W. DOYLE,

Surgeon R.N.

To Commander RODNEY M. LLOYD,
H.M.S. *Bullfinch*.

H.M.S. *Bullfinch*,
St. John's, 10th October, 1876.

Forwarded for information of Captain Erskine, senior officer, H.M.S. *Eclipse*.

RODNEY M. LLOYD,
Commander.

FISHERIES.

Reporting a Doubtful Complaint against a French Man-of-War.

H. M. S. *Bullfinch*,
St. John's, 10th October, 1876

SIR,—

I have the honour to bring to your notice, a statement that was made to me by George Shepherd, fisherman, of Lark Harbor, when I called off that port on the 19th September.

2.—I had stopped the ship off the harbor and gone ashore to make inquiries as to the loss of a schooner on the coast, when in course of conversation with George Shepherd, he stated that a French man-of-war (from his description the *La Place*) had called in at Lark Harbor about one month previously, and sent an officer ashore, who, through an interpreter, a young man called *Legge*, the son of the guardian of the French rooms at Little Port who happened to be there, told him "they must stop fishing there, and take down their buildings, and if this was not done when they came round again they would do it for them."

3.—As I was detached from the ship, I was unable to take this man's deposition, but his statement was made in the presence of Michael Esmond, the permanent pilot of the *Bullfinch*, and was confirmed by the man's brother, J. Shepherd. The other witnesses were absent, as was also the boy *Legge*, on whose story and interpretation the whole case hangs.

4.—Being fully alive to the necessity of making anything that might take the form of a case or complaint against the French authorities, as definite and incontrovertible as possible; and as this man's statement does not appear to me to be so, and I do not attach much importance to it, I have thought it better to inform you of the matter apart from my other reports.

5.—I communicated the substance of this rumour to Mr. Carter, the resident magistrate at the Bay of Islands, with a view to his obtaining further information when practicable.

FISHERIES.

I respectfully submit that I do not consider any charge could be brought against the French out of this man's story, whether sworn or otherwise; but I have thought it my duty to give you full information of such a statement having been made, as in any case the officers on this station, next season, could be forwarned of this rumoured interference on the part of the French in a harbor where their people neither have rooms nor exercise their rights of fishing.

I have the honor to be, Sir,

Your most obedient servant,

RODNEY M. LLOYD,
Commander.

CAPT. JAS. E. ERSKINE,
Senior Officer.
H. M. S. *Eclipse.*

FISHERIES.

FISHERY REPORT.

FIRST CRUISE H.M.S. "ZEPHYR," 1876.

CAPE RAY WESTWARD TO CAPE ST. JOHN.

CODROY, June 12.

Fisheries reported fair up to the present time; caplin just struck in. There are about fifty families English and six families of French extraction who reside here all the year. Cod, average catch for punts, eight quintals; for skiffs ten quintals. One complaint that a French schooner, name unknown, ran over and carried away three nets belonging to Calpin & Gale; took their depositions. General complaint against the French residents that they are lazy and dishonest. Read treaties to W. Collier, who stated that he had been ordered out of Roche Harbor by the French.

CODROY RIVER, June 13.

Visited the salmon fisheries; found nets all correctly placed; fishery reported fair.

ST. GEORGE'S HARBOR, June 15.

Cod fishery good; caplin just struck in; salmon middling; season not far enough advanced to form an opinion as yet. (See magisterial duties.)

PORT-AU-PORT, June 17.

Landed at isthmus; seven families scattered over the bay; herring fishery was very poor Cod promises better; caplin just struck in. No complaints.

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BAY OF ISLANDS, July 21.

Herring fishery was very good during the winter; cod scarce; salmon promises well. Humber is fished by a family called Brake, who have fished it for years; nets set correctly. (See magisterial duties.)

BONNE BAY, July 29.

Cod, about fifteen quintals per boat. Salmon scarce, and no caplin. Herring fishery was very good; six hundred barrels per boat, two men.

COW HEAD HARBOR.

Ten families; no French. Ten boats on cod fishery; no salmon; cod scarce: plenty of caplin.

ROCHE HARBOR.

Four English families; no French now; one brig left on 20th June. Very good feeling between the French and English. Cod scarce. Eight boats on fishery; two boats on salmon fishery; salmon scarce.

PORT SAUNDERS, July 3.

One French brig; one schooner; eighty men. Cod scarce; caplin had left. Fair season as yet, but weather had been unfavorable. No complaints.

HAWK'S BAY, July 4.

Salmon fishery doing well; same men as last year.

PORT-AUX-CHOIX, July 5.

Four French rooms; three hundred and twenty men; three vessels, about seven hundred quintals per room. Seven English families; about

FISHERIES.

fifty quintals each. Two families in Barbace Bay; two salmon fishing; plenty of cod and bait; but weather has been bad. Good feeling between the French and English.

St. John's Island, July 5.

One French brig; one brigantine; four rooms—only two in use; eighty men; six hundred quintals; fish plenty, but weather bad. Two English families in the Bay; no complaints. No salmon. Good feeling between the French and English.

New Ferrole, July 5.—Nine vessels at anchor.

St. Barbe's, July 6.

Two English families. Cod scarce; seine about one hundred quintals; fifteen quintals per hook and line boat. No French, and no complaints.

Flower Cove, July 8.

Seventeen families. About forty to fifty quintals per seine.

Savage Cove, July 8.—Four French vessels.

Nameless Cove, July 8.

Sixteen families; no French. Thirty to forty quintals per seine. Complaint of clergyman about parsonage; declined to act.

July 8.—Crossed to Forteau.

July 9.—Went on to Lance-au-Loup for coals. One case of assault.

Cook's Harbor, Pistolet Bay, July 11.

Fifteen families in the Bay; no French. Seine fifty quintals per day; hook and line about twenty quintals; seventeen schooners from

FISHERIES.

southward. Settlers complain that schooners splitting on the ground disturb the fish.

QUIRPON, July 12.

Five English families. Nine boats fishing; only one seine, as the men are doubtful as to whether the French would allow them to use the seine. Catch about fifty quintals per boat. Thirty English schooners; three French rooms; two vessels.

NODDY HARBOR, July 13.

Two English families, who speak warmly of the kindness of the French. One seine; about one hundred quintals; two French rooms; hook and line fifty quintals; sixty men in French rooms and one barque.

Commodore Galliber, of the *LaPlace*, sent an officer to inform me that numerous English vessels were fishing off Noddy Bay and Lance-a-Mudow and interfering with the French. I asked the French prud-homme if he had any complaint to make against the English; he said no! on the contrary. I also questioned him and the crews of several boats, both English and French, who were fishing on the coast, and they seemed to be on very good terms, except one French boat, who complained that an English boat close by, caught more fish than he did, but admitted that the English boats always got out of his way when asked to do so; all said the same between Quirpon and Lance-a-Mulow. Thirteen schooners from Newfoundland fishing here. As the French on the spot did not complain, I did not consider it necessary to order the English to leave, but I warned them not to interfere with the French in any way.

DEGRATS, July 14.

One English family. Good fishing up to present time; three men two hundred and twenty quintals. One French room; two vessels; eighty men; have done well. No complaints.

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FORTUNE, CRIGUETS AND WHITE CAPE, July 14.

Forty to fifty families. Few salmon; cod fishing good. No French; no complaints. Asked by several about right to fish on this coast; read treaties and warned them not to interfere with the French fishermen.

ST. LUNAICE BAY, AMELIA COVE.

Five or six English families; no French. A good season with cod; no salmon.

ST. ANTHONY'S BAY, ST. MIEN'S BIGHT.

Seven families; ten boats; forty quintals a boat; very good; salmon fishery fair; salmon have been scarce but are getting better now; ten fleets of nets working about one hundred barrels. Complaints of French robbing salmon nets; no evidence.

ST. ANTHONY HARBOR.

Fifteen English families. Cod fishery very good, better than for many years. Two French rooms; two vessels about three thousand quintals reported in each room; very good. Many complaints about the French, many of them several years standing. One or two recent cases, robbing of nets by French, but not substantiated. French have given less trouble this year than usual about the salmon nets, which is accounted for by the good cod season. One French room, sixty men, three hundred thousand fish; second room, sixty men, four hundred and twenty thousand fish.

GOOSE BAY.

Fifteen families. Best fishing for twenty years; all hook and line; salmon scarce. No French.

THREE MOUNTAIN HARBOR.

One French room, twenty-two men. From LaScie very good season; was far above the average. One English family and that the guardian.

FISHERIES.

HARE BAY, S. BROOK.

Salmon fishery; two men fish this brook; one man has done well, the other not so well.

CROQUE.

Several English families; fifty quintals per boat. Two French rooms two hundred and twenty thousand fish. No complaints.

ST. ROUGE.

Two families; eight French rooms; ten vessels; five hundred men; three hundred thousand fish per room, the best season for many years; two English boats about sixty quintals per boat. No complaints.

CONCHE, July 16.

About thirty-five families; three seines about two hundred quintals per seine; thirty to sixty per boat; salmon very scarce; no nets out. Seventy French from LaScie and Fleur-de-lis; sixty more coming; good feeling between English and French.

HILLIER'S HARBOR.

Two families; twenty quintals each boat; no French. Twenty-one English schooners from the southward.

CANADA BAY, CANADA HARBOR.

Two families (guardians); fifty quintals; one French room; thirty-eight men; one hundred thousand fish. I heard that the prudhomme had turned several English schooners out of the harbor. I spoke to him about it; he would not allow any seines. Steamed up Chimney Arm to visit N. E. Brook; got aground.

FISHERIES.

INGLEE COVE, July 20.

Eighteen families; twenty-one boats; twenty quintals per boat. Thirty-five French; one room; one brig from LaScie. Several complaints about French not allowing them to fish; read treaties to several. One magisterial case.

LASCIE, July 21.

One family; four French rooms, sixty in each; two hundred quintals. French wont allow salmon nets. I saw the prudhomme; had no complaints as no one was fishing.

PACQUET, July 23.

Two French rooms. Men all away on the coast. One English family. No complaints.

MINGS BIGHT, July 24.

Two families. Bad season; few salmon. No complaints. Andrew Matrew complained that the French schooner had warned him not to fish in Coachman's Cove, or on the coast.

FLEUR-DE-LIS, July 25.

Seven families. No fish. French all gone north. No complaints.

HOOPING HARBOR, July 26.

Twelve English schooners from the southward, complained that the French prudhomme from Cat Cove had ordered them to leave the harbor or he would turn them out. Forty French from Pacquet who camp on the rocks; they do not complain at all about the English.

CAT COVE, July 26.

One English family. One French room. Sent a letter to the prudhomme asking him by what authority he ordered English vessels out of harbor. He said he had no authority, except custom, and that

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he always understood that the English had no right to fish on the coast. Fishery fair.

CANADA BAY, INGLEE COVE, July 27.

Complaints about French robbery and cutting nets, but I could get no direct proof. No caplin; some herring; average catch one and a half quintals of cod per day; prospect of a good season. I saw the French captain, who seemed to be anxious to keep on good terms with the English, but said it was impossible for him to get any fish, if the whole ground was occupied by English boats, and though as a rule the residents removed their salmon nets when asked to do so, yet they often leave their wooden anchors down, which did various damage to his nets, I think he is willing to act fairly.

HILLIER'S HARBOR, July 27.

Four English captains complain that the French have stopped their fishing here for some days. Asked me if they might fish; told them yes! if you do not interfere or interrupt the French. Eighteen English schooners all complain that the French threaten them. I saw the French mate in charge of the rooms who complains that the English boats crowd him off his ground, and that he cannot get any bait or cod. I told them to clear out before I returned in two days, or that I should be obliged to make them.

CONCHE, July 28 and 29.

Several English vessels have been ordered out by the prudhomme, but refused to go. One hundred and twenty French here; they seem on very good terms with the English. I saw the French captain in charge from LaScie; his men are some here and some at Bulliton. He complains that the number of English boats at Bulliton is so large that he cannot either get bait or fish. I read treaties to several fishermen and tried to explain them to the fishermen, but it was very difficut to make them understand.

HILLIER'S HARBOR, July 29.

Only eight schooners here now, and three going to sail; the captain told me that every thing had been peaceable since my last visit.

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CREMAILLERE, July 31.

Ten families; five schooners. No French this year. Sixty quintals of cod per boat.

ST. ANTHONY HARBOR, August 1.

Fishing very good, about sixty quintals per boat; French have done very well. The disputes with the French appear to me to have decreased, as I have heard none this time. I think Robert Simms (constable), is a great deal the cause of this improvement, as he does his duty thoroughly, as far as I can find out.

Arrived at St. John's August 4th, 1876.

FISHERIES.

SECOND CRUISE H. M S. "ZEPHYR," 1876.

FROM CAPE ST. JOHN TO SACRED BAY, &c.

CANADA BAY, INGLEE COVE, August 24.

Cod scarce, about one quintal a day per boat; few herrings for bait. French have left here for some days. No complaints since last visit.

HILLIER HARBOR, Aug. 25.

Seven schooners; cod scarce; no bait; punts about half a quintal of cod a day; French have left some time; no complaints since my last visit; took deposition of M. Roberts (guardian), J. Dempsey (resident), and F. Forward, master of a schooner from Green Bay (depositions enclosed.)

CONCHE, Aug 25.

Cod scarce; one quintal a man per day. No complaints; French have returned to LaScie. Plenty of squids; no herring. The season has been good here; average catch per man for the season from sixty to seventy quintals; salmon has been scarce, largest catch seventy quintals.

ST. JULIEN, Aug. 26.

No cod here now, and no bait. Catch for the season about thirty quintals per man. Salmon scarce; about seven barrels a house. French, two rooms. No complaints; English and French get on well together. One magisterial case settled.

GOOSE COVE, Aug. 27.

Fish scarce now; season has been good; average about forty quintals a man for the season. No French in the cove. No complaints.

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THREE MOUNTAIN HARBOR, Aug. 27.

One French room; sixty men; very good season, about two hundred and thirty thousand fish. No English except the guardians. No complaints.

HOWE HARBOR, HARE BAY, Aug. 28.

No inhabitants; has been surveyed this summer by the French schooner; the marks, &c., are still up. Good anchorage; well sheltered.

ROCK COVE, HARE BAY, Aug. 29.

Twenty-three English; five boats; cod scarce, about thirty quintals per boat, two men. Sixty quintals of salmon in South Brook. No French. No complaints.

ST. ANTHONY, Aug. 29, to Sept. 1.

No cod lately; no bait; good season, about sixty quintals a boat for the season. Salmon have been scarce. No disputes lately. French have done well, about nine hundred and forty thousand fish between the two rooms. Detained here by the weather, strong gale, much rain and fog; heavy sea outside. Several robberies have been committed both on the English and French lately, supposed to have been done by the boats passing from the Labrador coast; but no proofs. Found that Captain Larnby, of the outer French room, moored his batteaux across the entrance of the harbor. As it interfered seriously with vessels entering and leaving the harbor, I spoke to him about it, and ordered R. Simon, constable, to see that he kept the channel clear. Two children baptized. One magisterial case.

FORTUNE, CRIQUETS BAY, Sept. 1

No fish now; catch for the season about twenty quintals a man. No French here this year.

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QUIRPON, Sept. 2, 3, and 4.

No fish here now of any sort. Weather has been very bad lately; much rain and fog and strong breezes. French have not done very well this season, about one thousand quintals per room. No complaints this year. The French have sent most of their fish home. The French have not interfered in any way in this neighborhood since we were here in July.

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MAGISTERIAL REPORT.

FROM CAPE RAY WESTWARD TO CAPE ST. JOHN.

St. George's Bay, June 15.

Case of Pierre Lizagar, for stealing several barrels from the store of Mr. C. Bishop. Lizagar acknowledged having assisted to steal the casks, and pleaded being in liquor and not knowing what he was doing. Mr. Bishop not wishing to press for punishment, I ordered Lizagar to be kept under surveillance as much as possible by the special constables, and his conduct reported to any magistrate who might arrive, and warned him that he was liable to imprisonment and would not escape a second time.

W. Seeward and J. Castill, special constables, re-sworn in, their former period having expired.

Bay of Islands, June 22 to 29.

Case of Benjamin Brake for shooting John Carter on the 18th December, 1875. Reports forwarded to His Excellency, with letter.

Burning of the house of Benjamin Brake on the 20th, by some person or persons unknown, reported to His Excellency.

Complaint of George Pynn, that a bale of nets was left on board the schooner *Maracaybo*, of Boston, and that the said nets were given to James Greennex, as payment of wages, by James Mackay, of Boston, master of said schooner, and that James Greennex was aware at the time that the nets belonged to Pynn, and had openly boasted of it, and that a small boat and seine net belonging to Mackay were at present lying in the house of Greennex, who was absent fishing, and he, Pynn, had reason to believe that these articles were to be sold by auction for Mackay. Statements corroborated by several witnesses. Ordered W. Bragg, special contstable, to take possession of and keep net and boat

in his custody until he received orders to relieve them from proper authority.

Swore in W. Bagg and C. Pennel, as special constables.

BONNE BAY, JUNE 29.

Case of A. Brow *versus* R. Lewis for debt of thirty pounds since last year. Lewis has paid all but nine pounds, for which W. Raikes gave security to A. Brow.

Mrs. Lewis complains that Charles Gorman was indebted to her eighty-one dollars, of which he had paid twenty dollars by bill (which she could not get cashed), and that she had a watch in her posession belonging to Corman. I told her to keep it as security—Corman having gone to Halifax.

Charles Taylor complains that James Holland had robbed his herring nets of twenty-eight barrels of herring. Case dismissed; not the slightest proof.

Joseph Simms accused Joseph Landrigan of having taken his salmon net from where it was drying and then keeping it as his own. Both parties swear to the net and produced witnesses, but the evidence was decidedly on the side of Landrigan, and Simms, not bearing a good name, I ordered the net to be given to Landrigan.

Albert Childs bound to keep the peace himself in fifty dollars, and two in twenty-five dollars each for twelve months, towards all, and especially towards C. Sellars.

Several other minor cases, which could not be settled, some of the parties being absent on the fisheries.

FLOWER'S COVE, July 5.

The clergyman at this Cove asking to investigate and settle dis-

FISHERIES.

pute between Church of England and Wesleyan inhabitants about the parsonage. Declined to interfere.

LANCE-A-LOUP, LABRADOR, July 10.

Counter cases. Threatening and abusive language and stone throwing. Charles Ryland and family and Thomas Linsteed and family. Bound Linsteed and Ryland over in twenty pounds each, themselves and families to keep the peace.

CANADA BAY, INGLEE COVE, Aug. 24.

Having received information that there was a grave suspicion that Anne Hancock had recently given birth to an illegitimate child, and that the child had been made away with, I investigated the case. Mrs. Hancock and her mother acknowledged to the fact of the birth, and stated that the child had only lived a few minutes. Surgeon of the ship made an examination and corroborated their statement.

CONCHE, July 29.

Mary Flynn complains that John Hunt bit her hand on the 18th March, while she was trying to separate him from fighting with her son, and that she was in dread of her life or that of some of her family. Hunt being a man of very violent temper. Hunt bound to keep the peace for twelve months, himself one hundred dollars, and two securities one hundred dollars each.

ST. ANTHONY HARBOR.

W. Lacy *verses* H. Moore for a debt of nine pounds fifteen shillings and seven pence, currency. H. Moore acknowledged debt, but objected to pay, except in goods, or unless allowed one shilling in the pound discount. Moore ordered to pay in thirty days, or answer at his peril.

FISHERIES.

HILLIER'S HARBOR, Aug. 25.

Took depositions of Matthew Roberts and James Dempsey about a boat's crew from French schooner of war *Canadienne*, having sunk their buoys about the 20th July.

Also the deposition of Robert Dempsey and F. Forward, master of a schooner from Tizzard's Harbor, Green Bay, about an occurrence which took place during the visit of the French schooner *Canadienne*, about the 18th to 24th July. (Depositions enclosed).

ST. JULIEN'S, Aug. 26.

Complaint between John Whelan and J. McGrath about rights of of land and alleged trespass. I refused to give any decision as to the rights of land, and dismissed the case.

Complaint of Alfred Davis, that John Keogh had not paid him according to verbal agreement made 1st May, that Alfred Davis was to fish for Keogh from then to the 20th September; to be fed and lodged, and found in boat and lines, etc., by Keogh, and to receive as payment one fifth of salmon and one half catch of cod. Keogh states that Davis has not worked since end of July, and that up to that time he did not work satisfactorily, being lazy, and shirking as much as he could. He had paid him for the salmon according to agreement, but not for the cod he had caught, as he (Davis) had not attempted to assist in the cleaning or spreading of his own share, and had put Keogh to a considerable damage and inconvenience by his idleness, as well as by leaving his service in the middle of his term. Ordered Keogh to pay Davis for two-thirds of his share, and to retain the balance to make good his loss.

ST. ANTHONY HARBOR, August 30.

Investigated case of John Pilgrim, who complained to Capt. Lloyd that his seal net was cut on June 11th by a crew from the room of Capt. Harmonet, of the French brig *LaMarie*. The depositions taken by me are forwarded herewith. I decided that Capt. Harmonet was to keep the balance of the skin and fat of the seal brought when sold, to make good the damage done to his seine. In the evidence it will be seen

FISHERIES.

that there is a difference of fourteen days between the date when Pilgrim swears that his net was cut (11th June) and the date given by Capt. Harmonet, the 25th, and sworn to by the seine master who was in charge of the boat and crew which brought the seal in to the room. I sent an officer, sub-lieutenant Stewart, to examine the official log book kept by Capt. Harmonet, who found by the entries that the seine boats were fishing on the south side of the bay up to noon on the 25th, when they crossed to the north side. Pilgrim's net was set the north side under Cape Anthony. I therefore came to the conclusion that the seal had not been taken out of his net at all, but out of some other, or else that he had made some great mistake in the date; but he persisted in swearing that he was certain of the date; that he heard it on the 13th and went to his net and found it cut, and that his net was in his house on the 14th, and that he had no witness to produce. I therefore decided as above. Complaint of Mark Pilgrim that a seine boat belonging to Harmonet's room, had stolen salmon out of his and other nets (deposition forwarded herewith.)

August 31.— Baptized Ambrose Randall Simons and Elias Patey, both two months old.

FISHERIES.

Medical Report of the Newfoundland Fisheries, 1876.

H.M.S. *Zephyr* left St. John's on 9th June, and arrived at Codroy on 12th. Two cases treated here, viz. :—

Phthisis Pulmonalis	1 Case.
Bright's Disease	1 "

St. George's Bay, between 14th and 17th June. Six cases, viz :

Tabes Mesenterica	1 Case.
Diphtheria	2 "
Burn	1 "
Chronic Ulcer	1 "
Amputation of right fore finger	1 "

Bay of Islands, between 19th and 20th June. 10 cases.

Fistula Lachrymatis	1 Case.
Teeth extracted	1 "
Division of Frænum Linguæ	1 "
Amenorrhœa	1 "
Papular eruption of skin, due to excessive use of copaive	1 "
Psoriasis	1 "
Ulcer	1 "
Suppurating Bursa	1 "
Enlarged Bursa	1 "
Otorrhœa	1 "

Bonne Bay, between 20th June and 2nd July. Nine cases.

Inflamed wound	1 Case.
Neuralgia	1 "

FISHERIES.

Debility	1	Case.
Rheumatism	1	"
Dyspepsia	2	"
Chronic Pleuritis	1	"
Sprain	1	"
Strain of Back	1	"

ROCHE HARBOR, July 2nd. Two cases, viz:—

Lumbago	1	"
Hemiplegia	1	"

COW BAY, July 2nd. One case, viz:—

Strumous Disease of knee joint	1	"

HAWKE BAY, July 5th. One case.

Insanity	1	"

ST. BARBES BAY, July 7. One case.

Dyspepsia	1	"

FLOWER COVE, July 7. One case.

Strain of Back	1	"

LOUP BAY, LABRADOR, July 9. Nine cases.

Heart Disease	1	"
Ulcer	1	"
Witlow	1	"
Poisoned Wound	1	"

FISHERIES.

Palpitation	1	Case.
Menorrhagia	1	"
Amenorrhœa	1	"
Injury to chest	1	"
Chronic Hepatitis	1	"

QUIRPON BAY, July 11 and 12. Four cases.

Tooth extracted	1	"
Pleuritis	1	"
Whitlow	1	"
Constipation	1	"

ST. LUNAIRE BAY, July 14. Two cases.

Rheumatism	2	"

ST. ANTHONY'S HARBOR, July 15. Three cases.

Incipient Paralysis	1	"
Phthisis	1	"
Strumous disease of tarsus	1	"

GOOSE COVE, July 15. Four cases.

Indolent Ulcer	1	"
Tonsilitis	1	"
Congenital Phymosis	1	"
Muscular Rheumatism	1	"

HARE BAY, July 18. One case.

Dyspepsia	1	"

FISHERIES.

CANADA BAY, July 20. Seven cases.

Phthisis	1	Case.
Sprain	1	"
Neuralgia	1	"
Parotyd Pumour	1	"
Inguinal Hernia	1	"
Dyspepsia	2	"

LA SCIE, July 25. Two cases.

Chronic Bronchitis	1	"
Fistula Lachrymatis	1	"

MING'S BIGHT, July 25. Two cases.

Acne	1	"
Leuchorrhœa	1	"

INGLEE COVE, July 26. Five cases.

Phthisis Pulmonalis	1	"
Veluaria	1	"
Whitlow	2	"
Authron	1	"

CONCHE, July 27. Nine cases.

Muscular Rheumatism	3	"
Epitheloma	1	"
Sebaceous Tumor	1	"
Ulcer	1	"
Intestinal Worms	1	"
Sprain	1	"
Menorrhagia	1	"

FISHERIES.

CROQUE HARBOR, July 30. Three cases.

Tooth extracted	1	Case.
Phthisis	2	"

CREMAILLIRE, July 31. Three cases.

Tooth extracted	1	"
Purpura	1	"
Dyspepsia	1	"

ST. ANTHONY'S HARBOR, Aug. 1. Three cases.

Sprain	2	"
Neuralgia	1	"

ENGLEE COVE, Aug. 22. Four cases.

Bronchitis	2	"
Anœmia	1	"
Congestion of liver	1	"

HILLIER'S HARBOR, Aug. 25. Three cases.

Sprain	1	"
Asthma	1	"
Whitlow	1	"

CONCHE, Aug 26. Four cases.

Sprain	1	"
Uterine disease	1	"
Inguinal Hernia	1	"
Palpitation	1	"

FISHERIES.

St. Julien, Aug. 27. One case.

Gastrolgia	1 Case.

Goose Cove, Aug. 27. Two cases.

Rheumatism	1	"
Dyspepsia	1	"

How Harbor, Aug. 2. One case.

Abscess	1	"

Quirpon, Sept. 2. Five cases.

Erysepelas	1	"
Dyspepsia	3	"
Hepatitis	1	"

WILLIAM PEARSON, M.D.,
Surgeon H.M.S. *Zephyr*.

Approved,

CHAS. R. W. HAMILTON.

FISHERIES.

Hydrographical Remarks on the Coast of Newfoundland.

There is no anchorage at all off the bar of river Humber. At one cable off there is forty fathoms, and at half a cable distant twenty-five fathoms. The cross on Kepple Island is in a very good condition, and is a first-rate land mark.

ON STONY POINT

At the entrance of St. Barbe's Harbor, there are three beacons, which were erected by the French men-of-war in 1873. They are white-washed every year by the ships calling in there. The three in a line lead straight up to the entrance of the harbor clear of all dangers, visible five miles distinctly on a clear day.

QUIRPON HARBOR.

Upon Morn Fontan hill there is a conspicuous beacon with a black ball surmounting the staff, which, on with the nooth-east point of Jacques Cartier Island, leads into the bay and harbor, clear of all damages south 4° east mag.

CANADA BAY.

Above Weymouth Point there are several rocks and shoals with little or no water over them at low water, one of which this ship *Zephyr* grounded on. No vessel ought to proceed above the point without a plan of the place.

TILT COVE

May be readily recognized by two flag staffs, one upon the top of each cliff, on either side of the cove; also a round white house, used as a magazine for the copper mine, on the south point. This ship anchored in seven fathoms in the cove, and hauled her stern into the wharf, where she coaled and remained thirty-six hours. There is always plenty of coal to be obtained here.

FISHERIES.

MING'S BIGHT.

There is a cross on the port hand entering, and vessels proceeding to the head of the bight, should anchor in not less than fifteen fathoms and there they will have just room to swing round clear of the five fathom line.

There is a rock with only eight feet upon it, lying nearly a cable from the western point at the entrance to Hillier's Harbor, in the direction of the eastern point of entrance.

Bonavista Light bore W. N. W., distant 9¾ miles, according to Admiralty list of Lights of British North America, 1876, and Admiralty Charts 232 (a) and 296; this light is revolving one every 45 seconds, but it is really a revolving light every 90 seconds, alternate red and white,

There is a revolving light apparently exhibited from Toulinguet Island, or thereabouts; it is a revolving light every half minute; visible about twenty miles (approximate).

JAMES CUDDY,
Sub-Lieutenant,

H. M. S. *Zephyr*, 15th September, 1876,

Approved,—

CHAS. R. W. HAMILTON,
Lieutenant and Commander,

FISHERIES.

Report of the Officer in charge of the Fishery Protective Service, Cape John, 1876.

Frenchmen came to Cape the 27th June; hauled no fish until the 5th of July; one seine took ten quintals. Two copper-loaded vessels passed the Cape from Bett's Cove.

July 6th.—Very little fish at the Cape; caplin scarce; Frenchmen not pleased with the appearance of the voyage. Temperature 73°.

July 7th.—Frenchmen hauled 5000 fish at the limit; told me four seines were gone north in search of fish. At noon copper-loaded brig passed the Cape. Thermometer 72°.

July 8th.—Wind east. Frenchmen doing well at the south bill of the Cape. Thermometer 54°.

July 9th.—Strong wind N. E. with heavy sea; six French boats came to Brinie's Cove for shelter; told me fish was plenty on the north side of White Bay; one ship at Canada Bay had fifteen thousand; best seine in LaScie had only three thousand fish. At 4 p. m. French Ship-of-War passed close to the Cape, going north. Frenchmen asked liberty to catch fish for their soup. Thermometer 56°.

July 10th.—Wind N.E. with heavy sea .Frenchmen remained in Brinie's Cove all day. Thermometer 49°.

July 11th.—Wind north. At daybreak French left for the Cape; one seine hauled five thousand and one four thousand fish. Thermometer 55°.

July 12th.—Wind S. W. Eight French boats at the limits; did very little for the day. Copper ships passed for Tilt Cove. Thermometer 57°.

FISHERIES.

July 13th.—At 4 a. m. strong wind from south with rain and thunder, at noon wind west, fine; no fish at the Cape. 5 p. m. copper ship passed out. Thermometer 55°.

July 14th.—Several French boats at the limit; very little fish hauled for the day. Thermometer 59°.

July 15th.—Three seines at the limit all day; hauled about twenty quintals. Two copper loaded vessels passed the Cape, bound east. Thermometer. 61°.

July 16th.—Wind N.E. Two seines and eight batteaux in Brinie's Cove for shelter; sea very heavy. 3 p.m. copper ships passed in the bay. Thermometer 54°.

July 17th.—Wind S.W. French boats left Brinie's Cove for the Cape; did little for the day. Six batteaux went out to Gull Island in search of fish; sent boat there with two hands; as soon as the boat arrived Frenchmen left. Thermometer 76°.

July 18th.—Three Seines at the limit; spoke seine master; told me fish was plenty on north side White Bay; one vessel called the *Judge*, had five thousand quintals, one four thousand and others well fished. Thermometer 74°.

July 19.—Three seines and seven batteaux at the limit; took for the day about two thousand fish. Thermometer 67°.

July 20th.—Frenchmen in very low spirits; no fish all day; five seines gone north. Copper brig reaching out the bay. Thermometer 67°.

July 21st.—One seine and twelve batteaux at the Cape; no fish all day; four batteaux started for Gull Island; too much wind to send boat after them. Thermometer 63°.

July 22nd.—Wind east. Two French seine boats in Brinie's Cove for shelter; sea heavy; caplin scarce. Thermometer 52°.

FISHERIES.

July 23rd.—Calm. Frenchmen left the Cove; did little for the day. At noon man-of-war ship passed the Cape with schooner in tow, going north. Thermometer 61°.

July 24th.—Wind east. French boats did nothing with the fish for the day. Two copper laden brigs beating out the bay. Thermometer 58°.

July 25th.—No French boats at the Cape; all north; fish very scarce. Thermometer 59°.

July 26th.—Calm with fog. Sent guard boat and two men to Gull Island at 6 p.m.; returned, reported no French boats at the Island, at 7 p.m. War steamer passed for Tilt Cove. Thermometer, 58°.

July 27th.—Nine French boats at the limit all day, took 3,000 fish, at 6 p.m. War steamer passed out the bay, went north. Thermometer 59°.

July 28th.—One seine boat and six batteaux at the limit; fish scarce; great many small craft coming from the north; spoke one man, told me the French man-of-war towed him and seventeen others out of the harbor of Criquet, would not allow them to fish; none of the boats going south had fish. Thermometer 63°.

July 29th.—Six batteaux at the limit fishing with hook and line, told me three French schoeners had come from the north loaded with fish, used all their salt, those craft were hired from men on the French Shore to bring the fish to LaScie. Thermometer 57°.

July 30th.—Strong wind S.W.; very little fish at the Cape; four batteaux at the limit fishing with hook and line; several small craft coming from White Bay which were salmon catching; spoke one man, 20 tierces; no cod fish here. Thermometer 60°.

July 31st.—Five batteaux at the limit doing little with hook and line; caplin very scarce. Thermometer 63°.

FISHERIES.

August 1st.—One seine and four batteaux at the Cape; took to-day from the limit about 30 qtls. Thermometer 66°.

August 2nd.—No Frenchmen at the Cape to-day; caplin gone from the shore; herring plenty; 22 small craft passed south, some loaded and more very little fish; spoke one man, said he had 60 barrels, said there was plenty of fish but no bait. Thermometer 68°.

August 3rd.—Strong wind from the westward; French boats in Cape Cove looking for caplin; caught no fish for the day; no bait. Thermometer 72°.

August 4.—No seines at the Cape; six batteaux at the Middle Bill; fish scarce. Thermometer 69°.

August 5th.—Wind east with sea at the Cape; no boats on the fishing ground. Thermometer 61°

August 6th.—Wind south; six batteaux at the limit; fish scarce; no caplin. Thermometer 64°.

August 7th.—Wind west; eight batteaux at south point of Cape; did well with hook and line; one seine at North Bill. Thermometer 73°.

August 8th.—Wind west; nine boats at Middle Bill; hook and line doing well. Thermometer 76°.

August 9th.—Wind north west; 43 craft passed the Cape bound south, some well fished; it appears a great many craft were too late on the shore; the caplin not remaining long. Thermometer 74°.

August 10th.—Several boats fishing at the limit with herring; did very well to-day; at noon *Leopard* passed the Cape going north. Thermometer 69°.

August 11th.—Wind north east, very strong lightning with thunder and heavy rain. No French at the Cape. Thermometer 54°.

FISHERIES.

August 12th.—Wind east; saw several boats at the limit doing well with hook and line. Thermometer 66°.

August 13th.—Wind S.W.; several batteaux at the limit doing well; fish very large. Thermometer 74°.

August 14th.—Wind south; great forest fire in this bay; Frenchmen took from the Cape to-day 4,000 fish; seines landed in LaScie. Thermometer 68°.

August 15th.—Gale from the N.E., very heavy sea; no boats at the Cape; forced to haul up guard boat on the beach. Thermometer 60°.

August 16th.—Wind S.W., heavy sea on, nothing down at the Cape. Thermometer 60°.

August 17th.—Wind south; launched guard boat; no French at the Cape all day; 1100 ton ship from Betts Cove passed the Cape at noon; sent guard boat to Gull Island. Thermometer 61°.

August 18th.—Wind S.E. Some fish at the Cape; no Frenchmen in sight. Thermometer 58°.

August 19th.—Calm. No fish at the Cape. Thermometer 59°.

August 20th.—Wind E.S.E. Fish scarce; heavy sea at the Cape; three batteaux at Middle Bill. Thermometer 57°.

August 21st.—Wind east; strong gale with heavy sea; no boats at the Cape; forced to haul up guard boat. Thermometer 54°.

August 22nd.—Wind E.N.E.; blowing strong with heavy sea; one boat drove ashore in Brinie's Cove; lost fish and clothing and two herring nets. Thermometer 52°.

August 23rd.—Wind east; sea abating; no boats at the Cape. Thermometer 55°.

FISHERIES.

August 24th.—Wind N.E., with sea; only four batteaux at the limit; fish very scarce. Thermometer 50°

August 25th.—Wind S.S.E., with rain. At noon the mail boat passed the Cape going north. No Frenchmen in sight; fish scarce; a great many Labrador craft going south, Thermometer 54°.

August 26th.—Wind east; fine weather. Several French boats at the limit did well; took from the Cape to-day about sixty quintals; herring plenty. Two copper ships passed. Thermometer 57°.

August 27th.—Wind east; fine; fish scarce at the Cape; six batteaux at the limit. At noon the mail boat came round the Cape, bound for Tilt Cove. Thermometer 63°.

August 28th.—Wind N.E. No boats at the Cape. 3 p.m. large brig passed in the bay. Thermometer 52.

August 29th.—Wind E.N.E., with heavy sea on; no boats at the Cape. Thermometer 52°.

August 30th.—Wind N.E.; blowing a gale with rain; no boats at sea. Thermometer 49°.

August 31st.—Wind north; blowing strong; no boats out. Thermometer 49°.

September 1st.—Wind N.N.E., with heavy sea on. Thermometer 49°.

August 2nd.—Wind E.N.E., with heavy sea; impossible to get to sea. Thermometer 49°.

September 3rd.—Wind S.S.W., with rain; at 10 a.m. wind west; fine; no boats at the Cape. Thermometer 54°.

September 4th.—Wind N.W.; only three batteaux at the limit; fish scarce. Thermometer 55°.

FISHERIES.

September 5th.—Wind, forenoon, N.W., at noon, N.E., with rain; six batteaux at the Cape, took but little fish to-day. Thermometer 47°.

September 6th.—Wind east, blowing a gale with rain, heavy sea on, no boats at sea. Thermometer 48°

September 7th.—Wind S.S.W.; only four French boats at the Cape, most of the LaScie batteaux on the north of White Bay. Thermometer 49°.

September 8th.—Wind N.E. with rain, tremendous sea; at 9 a.m. *Leopard* passed the Cape bound to Labrador, going into it head foremost; no boats out. Thermometer 47°.

September 9th.—Wind N.E., blowing gale with rain and heavy sea, no boats at the Cape. Thermometer 46°.

September 10th.—Wind N.E., blowing, with rain and sea; two batteaux at Brinie's Cove. Thermometer 45°.

September 11th.—Wind N.N.E., gale and sea; spoke to French officer about towing the fishermen out of the harbors; he said it was their own fault. Our men were not satisfied to fish but they must cut the French armament and take fish out of the bays.

September 12th.—Wind foreroon, north, afternoon, N.W.; Frenchmen left Brinie's Cove, told me their voyago was over for this season. I would not be troubled with them any longer, said it was the worst voyage in LaScie for the last thirty years. One ship had for 66 men 1500 quintals, the others averaged 1100; the last vessel left on the 25th inst.

September 13.—Wind N. N. W. Blowing strong. Thermometer 49°.

September 14th.—Wind S. S. W. Fine with heavy sea. No boats at the Cape. Thermometer 52°.

FISHERIES.

September 15th.—Wind N.N.E. ; blowing gale ; mail boat passed going east. Thermometer 57.

September 16th.—Wind north, with heavy sea ; man-of-war went into Shoe Cove ; no boats at the Cape. Thermometer 49°.

September 17.—Strong wind N.W. ; at noon east gale, with rain. Thermomcter 48°.

September 18th.—Wind north ; gale ; no boats out. Thermometer 48°.

September 19th.—Wind N.N.E., with rain and sea; no boats. Thermometer 47°.

September 20th.—Wind N.W. ; fine, but heavy sea. Thermometer 46°.

September 21st.—Wind N.N.E.; heavy sea; no possibility to land; lost landing place and one boat. Remained in Brinie's Cove until the 4th October.

(Signed,)

HENRY KNIGHT.

FISHERIES.

Journal S. S. Greyhound, April 1st to 11th, inclusive.

April 1—Wind W. Snow and squally. Joined Steamer at Gaultois. Left Gaultois 6.10 a. m., for St. Peter's having Mr. R. Bradshaw and wife on board, taking the former to the French hospital. He being dangerously ill and requiring more attendance than could be obtained at Gaultois, I considered it my duty to take him where he could be well cared for and get good professional attendance. Arrived at St. Peter's 3.30. Got a doctor on board; put Bradshaw on shore, and Captain went with him to the hospital.

April 2—Wind N. N. W. Fine. Sunday. Went on shore to enquire about Bradshaw, but could not see him, or hear anything about him until 10 a. m. Monday.

April 3—Wind strong N. W. Squally. Left St. Peter's at 3.30 a. m. Too much wind to call at Grand Bank or Fortune. Hauled to the North. Got to St. John's Bay 10 a. m. At 10.45 rounded Boxey Point. Saw a seine out with about one hundred and fifty barrels herring. Rowed in, told Thomas Tibbal of Grand Bank he had forfeited his seine; but as he was hauling for Americans I would merely capsize it; capsized the seine. He then hauled it in the skiff, and shortly made sail for Grand Bank.

N. B.—Wind moderate. Fine. Some seine masters supposed they could haul at any time, if the herrings were not for the French. Mose Ambrose—came up with J. Petitte; seine in skiff, cautioned him not to haul. William Juan, Mose Ambrose, had seine partly out; saw steamer coming and hauled it in again; cautioned him; also, James Evens with seine, cautioned him.

Wind W. N. W. Fine. 2 p. m., English Harbor, W.; two American vessels, *P. L. Wheton*, Halley master, *Bonanza*, Smith master, both of Gloucester, U. S.; former with many horrible oaths swore he would have herring at any time he wanted them; both said they could haul at any time. Read part of Herring Act to them and sundry seine masters on the deck of steamer; cautioned them all. St. Jacques—one American vessel beating in, *Cornelius Stockem*, Salem, Kirby master; cautioned seine masters.

FISHERIES.

Wind N. N. W. Snow squalls. 4 p. m., for Bellorum. Cautioned seine masters; sixteen seines here. People here had no intention of hauling until cautioned the skipper not to heave it out. Ran out of the Passage towards head of Bay Le Espaire, locally known as Bay Despair. Twelve miles further in found Morgan Foot and S. Harris, cautioned them, and brought up at the entrance of Little River, 7.15 p. m.

April 7.—Wind E.S.E., breeze to S.S.E., heavy breeze, muggy, snow. Lett Little River for Great Jervis, two seines (Messrs. Bowring's), cautioned Agent and started for Conegal Bay, ran fourteen miles, wind freshening fast. At 11 a.m. scarcely any head way. 11.15, bore back for Great Jervis, blowing hard and snow, made the head and moored for the night.

April 8.—Wind S.S.W., thick and cold. Left Great Jervis, 5.40 a.m. for Fortune Bay (proper), looked in St. John's Bay, no crafts. Boxey—Three schooners. Mose Ambose—Five or six crafts on the beach painting. E. Harbor W—Two American vessels and a number of local crafts. Heard the Hickey's, before mentioned, had been here, and the *P. L. Wheton*, American, had left with them. On to St. Jacques; four Americans under sail, one at anchor. Took five American captains on board for Bellorum, they wishing to arrange with the seine masters to haul for them after the 12th instant. One American vessel at Bellorum. On to Barrais and Corbin in search of Hickey and the *P. L. Wheton*, American; found the one at Barrais, the other at Corbin. Overhauled every creek, but found no seine out, ran back to Belleorum and brought up alongside *Cornelius Stockman*, American, at 6 p. m.

April 9—Wind E.S.E. to S.W., and snow. Sunday, heavy snow till 2 p.m., from thence clear and at 6 p.m. fine.

April 10—Wind S.E., fine. 5.45 a.m. left Bellorum, Barrow, Corbin. *P. L. Wheton*, American, here still, but no herrings on board. Calling Isles Bay, Bay de North, Mall Bay, Pinkeys, Cann Harbor, Southern Harbor, Long Cove, Long Harbor, Anderson's Cove; found seines all *still*. Returned west to Corbin Bay; three Burin schooners. On to Bellorum, and brought up at 6.10 p.m.

FISHERIES.

April 11—Wind east, slobby. Left Bellorum at 6.15 a.m. for Bay de North; fell in with eight local crafts and three seines going out of the Bay. A large expanse of broken ice all round here, were ship and returned to Corbin Bay, and Hatchers Arm. Had a last look at Capt. Halley and out to Bellorum, passing this, saw several craft, bound east and west, to be ready for the 12th. At St. Jacques a large fleet, local crafts from Lamaline, and sundry other outside settlements. Five Americans, four for salt herrings, one for fresh (bait for the banks). English Harbor—About twenty local crafts; three Americans for salt herrings. Passed Mose Ambrose and Boxey; rounded Boxey point and hauled in to St. John's Bay. Saw four craft at anchor in Herring Cove, also a seine skiff. Launched boat and went in shore; found a seine with herring, owned by Samuel Fiander, who had been cautioned in Long Harbor, 4th instant. *Seized* the seine and took it off to the steamer; also took the owner on board. Crossed Bay de Leau to Little Bay, nothing stirring. From thence direct to Harbor Briton. Went at once to H. T. Holman, Esq., J. P., acting Stipendiary, and made deposition as to time and place of seizing seine. Samuel Fiander called in, admitted having hauled; fined $20 and expenses, and seine returned to him again. It being now near 6 p.m., I considered it too late to start again, and released steamer from further service on account Herring Fishery Protection.

Respectfully submitted,

HENRY CAMP,
Superintendent Herring Fishery Protection.

To Hon. E. D. Shea, H. M. *Colonial Secretary,*
St. John's, Nfld.

N.B.—Nine American vessels in the Bay requiring at least 15000 brls. salted herrings; one American requiring thirty to fifty brls. fresh herrings for bait, and the latter reports thirty more on the voyage to Newfoundland, to take from thirty to fifty brls. fresh herring each, for bait on the Grand Banks.

FISHERIES.

Report of Salmon Warden at Greenspond, 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.	
				Tierces.	Barrels.
Indian Bay.....	Adam Parsons and Brother	By Nets	10	12	18

Certified,
Greenspond, September 17th, 1876,
J. F. OAKLEY, J.P.

FISHERIES.

District of Bonavista North, for the Summer of 1876.

Average weight of Salmon caught.	Method of cure in operation.	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.
3 6-10	Pickled.	Frederick White, 50s. to 55s.				

JOHN OSMOND,
Salmon Warden.

FISHERIES.

Report of Salmon Warden at Greenspond, 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.	
				Tierces.	Barrels.
Freshwater Bay	Pritchet's Bros., by purchase from Brooking & Co.	By Nets.	25	25	37½

Certified,
Greenspond, September 17th, 1876,
J. T OAKLEY, J.P.

FISHERIES.

District of Bonavista North, for the Summer of 1876.

Average weight of Salmon caught.	Method of cure in operation.	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.
3 6-10	Pickled.	J. & W Stewart, 50s. to 55s.	1 Saw Mill, by Steam.	None whatever.	Yes, the parties have been brought up and fined.	

JOHN 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.	
				Tierces.	Barrels.
Spout Cove	Jonathon Tricket	By Nets.	1	.....	½
Ditto	William Tricket	"	3	.....	1½
Ditto	Henry Tricket	"	2	.....	1
Ditto	John Tricket	"	6	.....	2
Ditto	Michael Holloway	"	2	.....	1
Ditto	Elijah Tricket	"	5	.....	3
Ditto	Thomas Tricket	"	2	.....	1
Perry's Cove	John White	"	1	.....	1
Ditto	Charles Budde	"	2	.....	1½
Ditto	Robert Parsons	"	1	.....	1
Ditto	Henry King	"	4	.....	1½
Ditto	John King	"	4	.....	1½
Ditto	Joseph King	"	2	.....	½
Ditto	William King	"	4	.....	2
Ditto	John King	"	1	.....	½
Ditto	Terrence Butt	"	2	.....	1
Ditto	John Butt	"	2	.....	1
Ditto	Terrence Butt	"	2	.....	1
Ditto	Joseph Holloway	"	2	.....	1
Ditto	John Holloway	"	2	.....	1
Marshall's Folly	Thomas Rose	"	1	.....	1
Otterbury	James Cox	"	3	.....	3
Ditto	Robert Vater	"	1	.....	1½
Ditto	John Parsons	"	1	.....	1½
Ditto	Moses Parsons	"	1	.....	1½
Ditto	William Parsons	"	1	.....	1
Blow-me-down	Richard Penny	"	1	.....	1
Ditto	Clement Parsons	"	1	.....	1
Salmon Cove	Thomas Rose	"	2	.....	1½

FISHERIES.

District of Bay-de-Verde, for the Summer of 1876.

Average weight of Salmon caught.	Method of cure in operation.	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.
100	Salted.					
300	"					
200	"					
400	"					
200	"					
600	"					
200	"					
200	"					
300	"					
200	"					
300	"					
300	"					
100	"					
400	"					
100	"					
200	"					
200	"					
200	"					
200	"					
200	"					
200	"					
600	"					
300	"					
300	"					
300	"					
200	"					
200	"					
200	"					
300	"					

(Signed) THOMAS ROSE,

7th Nov, 1876. Salmon Cove.

FISHERIES.

Report of Salmon Warden at Pushthrough, Hermitage 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.	
				Tierces.	Barrels.
BURGEO & LAPOILE:					
Cape La Hune.....	J. Bagg, J. Pink, J. Barter	Nets to Shore.	16	.....	41
West Cul-de-Sac.....	Matt. Spencer.		4	.....	12
Francois.....	Childs, Durnford, Marsden, Dollimont.		9	.....	24
Rencontre.....	J. Ball and Joseph Earle.		6	.....	13
Richard's Harbor.....	W. Skinner & W. Hardy.		6	.....	12
Little Harbor.....	Simms and Fudge.		3	.....	9
Mosquito.....	Snook Buffett.		2	.....	5
DISTRICT FORTUNE BAY.					
Round Harbor.....	T. Lee and J. Kendle.		6	.....	16
NORTH SIDE HERMITAGE BAY.					
Hermitage Cove.....	C. & B. Roberts, R. Roberts		8	.....	20
Grole.....	Burton, Taylor, Rodgers.		7	.....	18
South Side Her. Bay...	Bobbett and Ridout.		3 c.nts 7 s.nts	.....	35
Pass Island.....	Simms, Bros., Strickland.				
Seal Cove.....	Loveless, Ridout, and Loveless.		4	.....	9
Dawson's Cove.....	S. Carew & Sons.		8	.....	10
NORTH SIDE CONNAIGRE BAY.					
S. Side Connaigre Bay..	Harris, Rose, Framp.	½ of river	6	.....	15
Great Harbor.....		2 nets	3	.....	4
Conne River, B. Despair	Michael Collier.	outside.			
			98		243
			118		287

FISHERIES.

District of Fortune Bay, for the Summer of 1876.

Average weight of Salmon caught.	Method of cure in operation.	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.
10 8 8 & 4 6 10 4	Split down the back.	Gorman. Small. Bowring. Christian. Clinton and Penny. Gorman, Lee & Sons. Bowring. Bowring and Gorman. Bowring. Gorman. Bowring. Gorman. Gorman. Newman &Co First part of season, 30s. per cwt. was paid; after the general price was 20s per cwt.	No.			I was making enquiries the past season about the Salmon Fishery in Long Harbor, Fortune Bay (proper) and was told that the Brook near the Junction was barred by a man, name unknown to my informant, but from his description of the party I take it to be William Keepin of Rencontre East, Fortune Bay. This was a valuable fishery years back, always small Salmon, whereas Bay-de-North Brook, 15 miles west of it, always turned up large fish. Stephen Spencer, Charles Roberts, Robert Simms, and Josiah Loveless, four of the old Salmon Fishers, have died within the year. A few 6-in. nets getting into use westerly, the general mesh is 5 to 5½ on the outside on straight shore, but the Bay use is 4½ to 5 inch. Owing to low price of salmon nets nearly all in at 15th July.

CROWN LANDS.

To His Excellency SIR JOHN HAWLEY GLOVER, *G. C. M. G., Governor, Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,

I have the honour to furnish you herewith my annual report of the sale and management of Crown Lands and of matters connected therewith under the control of this department in conformity with the Statutes relating to the same.

MINERAL LANDS.

During the year there have been one hundred and one applications for license to search for mineral, sixteen of which are for locations on the so-called French Shore.

During the same year there have been issued eighty-six licenses for the right to search; there are yet remaining undecided by the Executive thirty-two applications on the Newfoundland coast, and twenty-seven on the misnamed French Shore. See returns herewith annexed marked A.

GRANTS UNDER CHAP. 45 CON. STATUTES.

There were issued during the year one hundred and seventeen grants of Crown Lands for agricultural and fishing purposes, embracing seven hundred and four acres, two roods and one perch, amounting to two hundred and fifty-two dollars and forty cents as per returns herewith annexed marked B.

LICENSES AND GRANTS UNDER CHAP. 46 CON. STATUTES.

There were issued the past year eleven free grants for lumbering and agricultural purposes containing four hundred and thirty-eight acres one rood, to parties who have conformed to, and fulfilled the conditions of this statute, one of said grants being for lumbering purposes,

CROWN LANDS.

the other ten being for agricultural purposes as per return annexed marked C.

There were also issued seventeen licenses of occupation for agricultural purposes principally in new settlements containing two hundred and ninety-one acres two roods and two perches, as per returns marked D hereunto annexed.

A comparative statement with the year 1875 of mineral licenses—licenses of occupation—of grants for agricultural purposes, &c., is herewith given as per returns marked E.

TIMBER LANDS.

In addition to the number of last year's applications to this office for timber berths there have been eight additional ones this year of thirty-six miles (square) each, but as no rules and regulations have yet been adopted or made known to this department by the Executive in accordance with the Timber Lands' Act, nothing consequently has yet been done relative to such applications, nor have I been enabled to give any satisfactory answers thereto.

Several applications have been made for land in lots of one hundred acres each for agricultural purposes in connection with mercantile pursuits principally upon the Gander river, the granting of which has not yet been sanctioned by the Executive.

I am glad to note the growing disposition of persons, especially planters and fishermen, in the outports to give more attention to agricultural pursuits, which is clearly shewn by the numerous applications now before me for land, many of which are by persons, hitherto living upon the seaboard, and trusting to the fishery only, the applications being principally in new localities where the soil has been found good, chiefly being at the heads of the northern bays. Consequent upon those places as are now receiving the attention of intending settlers for their future homes, immediate action should be taken to make a survey of same with a view of laying out the necessary main and branch roads to prevent the confusion, annoyance and irregularity by the indiscriminate settlement particularly by squatters who are proverbial for not anticipating the ultimate wants of the locality.

CROWN LANDS.

Hitherto with few exceptions the rule has been in most of the outports to squat upon land in such shaped pieces or plots as the squatter desired or in accordance with his peculiar notions, and even by many deputy surveyors when measuring land for applicants, carelessness, and want of foresight, no uniformity has been observed, consequently much inconvenience has been felt in getting access to lands lying in the rear, and a considerable amount of compensation has been paid from Road Boards to form the necessary roads, to the great disadvantage of other improvements within their settlement.

Therefore to obviate such a state of things the same course should be adopted as was adopted by me in laying out Musgrave Town on the north side of Goose Bay, in Bonavista Bay, which now forms a well arranged settlement, with the necessary main and cross, or branch roads, together with reservations and good sites for churches, schools and cemeteries.

For want of similar attention the lands on the opposite shore of said settlement (called Brooklyn) no such uniformity exists, and much confusion has consequently been created as alluded to in my report of last year.

In consequence of the services of our Topographical Surveyor (Mr. Long) being required last summer in Notre Dame Bay, and my requiring his return to this office so early in the autumn, I had to abandon the idea of his visiting that locality (viz., Brooklyn), as intended and promised to the settlers, who have felt much disappointed in being deprived somewhat longer in getting their grants, and the inconvenience of not knowing their boundaries in order to fence and commence clearing. It therefore becomes necessary that early steps be adopted the coming season in giving attention to this locality.

Further, in connection therewith, a branch road is now a necessity in order to connect those settlements with the main line of the great northern mail route and that of Random Sound in Trinity Bay and Clode Sound in Bonavista Bay, to open up the rich and fertile lands there to the many applicants now waiting to obtain the same; and which has been so earnestly pressed by numerously signed petitions presented to the Legislature.

CROWN LANDS.

And, again, whilst directing attention to this locality, it is also obvious that early attention should be given to the laying out of the lands along the arms in Bloody Bay, in Bonavista Bay, where so many persons are now settling; along which the Northern Mail couriers must necessarily pass, and which unquestionably must become a settlement of great importance. The beautiful scenery, the richness of the soil, and the abundance of timber combined with the safety for shipping, affording sufficient inducement to make it so independent of inducing settlement and increasing the cultivation of the soil in such favored localities, much benefit and advantage would result to the Government in availing of those settlers' labor in the construction of such an important road as that of the Northern Mail Route. As the completion of this road would afford greater facilities in postal communication and in carrying out Telegraph communication to the Northern Districts, much advantage must necessarily accrue by obtaining labor in the neighborhood, both for the erection of the lines and the repairing thereof. The labor attendant upon such work will consequently increase settlement, which will ultimately extend itself along the line.

Then, again, if settlement be created and encouraged on the Gander pond and river, the most feasible route to give a stimulus thereto ought, from my knowledge of the locality, and the opinion of others well acquainted on the matter, to be by a road leading thereto from Freshwater Bay in Bonavista Bay. At this latter place much attention is given both to agriculture and lumbering, and it is now becoming a thriving settlement.

In my opinion of this route I am fully borne out by our Surveyor, Mr. Long, who appears to have given considerable attention to the matter, and further, Mr. McLeod, in his report on the Timber Lands' Survey particularly alludes to this route as the most accessible and feasible.

The necessity of having the plans of the outports perfected is very apparent, particularly that of the South Shore of Conception Bay, shewing the main line of road with the roads branching therefrom, and the various settlements of Harbor Main, Salmon Cove, Gasters, Cat's Cove, Brigus, Clarke's Beach, Southern and Northern Guts, Port-de-Grave, Bay Roberts, Spaniard's Bay and other places with a view of shewing what land has been granted, settled upon, and what remains available for new applicants. With regard to those places now men-

CROWN LANDS.

tioned, applications are often made for land, and when a survey is ordered, disputes arises from rival claimants, by asserting they, or their fathers before them, had it staked or marked, yet without any symptoms of improvement thereon.

By adopting such a course as is now pointed out, much valuable information can be obtained, whilst I feel confident a considerable quantity of land will be found available for new settlers, and can be sold at prices considerably greater than the expenses entailed in adopting the course now suggested.

Much inconvenience is felt and expenses incurred by our Surveyors when proceeding to make surveys for applicants of what appears to be ungranted land, though persons having grants for same, but who have neither fenced nor made any improvement thereon. It therefore should be compulsory upon owners of land, if not fencing the same, that they should cut and keep open their boundary lines, and at each corner have a six inch post or stone placed, with the owners name thereon, under a penalty.

Owing to the progress of cultivation and a consequently increased demand for land for agricultural, mining and lumbering purposes, considerable alterations in our Acts relating to the same are now become necessary.

As much difficulty has been experienced by this Department and with the Executive in deciding upon various mineral lands in Notre Dame Bay in dispute by applicants, particularly at South-west Arm and Little Bay head, it became indispensably necessary to have correct surveys made of those localities, which has been done by our Topographical Surveyor, Mr. Long, who from the nature or formation of the land experienced much fatigue and difficulty, plans of which surveys have been laid before the Executive. The survey of South-west Arm and plan of same being commenced the previous year by Alexander Murray, Esq., F.G.S.

During a part of the summer I also visited the scene of Mr. Long's surveying operations in order to become acquainted with the localities, and to enable me to form a more accurate opinion of the difficulties or facilities they may afford.

CROWN LANDS.

Mr. Long further visited Gander river and the river Exploits in order to inform himself of the locations for which land had been applied for to some considerable extent, and of which he made surveys as far as his limited time allowed.

When at the north side of Notre Dame Bay I visited Betts Cove and was surprised at the number of buildings erected in so short a time (now numbering over seventy), the amazing number of persons employed, the number of vessels laying in harbor waiting their turn for loading, the bustle and activity everywhere displayed, and although the difficulty of conveying the copper ore to the place of shipment was very considerable, yet about one hundred and twenty tons were daily shipped.

I visited the mine and was shewn throughout by the highly esteemed Chief Mining Engineer, Adolph Guzman, Esq., and felt astounded at the wonderful deposit of rich ore there exhibiting itself, apparently inexhaustible. Before leaving Betts Cove no less than (15,000) fifteen thousand tons of copper ore had been shipped within the year, and I understand to present date the shipment has been (20,000) twenty thousand tons.

The immense value of this deposit, together with the rich deposits of copper and nickle ores at Tilt Cove, the pleasing prospects of equal success at Rouge Harbor, the two mines at South-west Arm, and that of Sunday Cove Island, also Burton's Pond, will necessarily cause an immense addition to the population of that wonderfully interesting and thriving district, affording a certain livelihood or support to its people even independent of its fisheries, and, further, giving an impetus to an improvement in the cultivation of the best agricultural lands, the produce of which finds a certain and remunerative market at the mines.

In several instances I found in conversation with the labouring classes, especially with some fishermen, that although the shore cod fishery had been so unsuccessful, that up to the month of August some of them had not even a fish in salt, yet they would have sufficient farm produce, and cattle to kill for which they could get a ready market at the mines, to enable them to meet all their necessary wants, and even to live in comfort.

CROWN LANDS.

I cannot here refrain from referring to a new feature to our agricultural capabilities, that of the importation into St. John's of a cargo of remarkably fine cattle from the valley of the Cod Roys, which found a ready sale, obtaining prices remunerative to the stock farmer or original owners and to those who speculated in the same; and further, that one party alone, a Mr. Romain, from Flat Bay, in St. George's Bay, would have shipped no less than sixty tons of pressed hay of the best quality, furnishing the same at three pounds ten shilling per ton to this market, had shipping facilities enabled him to do so, and this at a time when that article was both scarce and dear here in St. John's.

Therefore it is evident that judicious encouragement to such settlement is desirable, both for agricultural pursuits and for mining and lumbering purposes, and in no way can this be more effectively carried out than by laying out and constructing such main lines of road throughout the country both to the Westward and Northward as will open up the rich hidden resources of the Island now laying dormant and unavailable, which when utilized would give not only employment to thousands but add considerably to the Revenue.

Entertaining such views as I do, I would strongly urge upon the Executive and the Legislature to appropriate and raise by debentures on the faith or credit of the colony, such a sum of money as may carry out quickly so desirable an object. By so doing the benefits will not only be felt by us at the present day, but be appreciated and be of lasting advantage to posterity, who will necessarily reap a rich harvest therefrom.

Statement of account current is herewith annexed, marked F, which has been examined and found correct by the Auditor of Public Accounts.

Respectfully submitted by

Your Excellency's

Obedient servant,

JOHN H. WARREN,

H. M. Surveyor General.

CROWN LANDS.

A. RETURN OF MINING

Date of application.	Name.
January 3	J. Colbourne and Henry Knight
" "	Captain Cleary
" 5	Silas G. Knight and others
" 12	John H. Cathrae
" "	Ditto
" 18	Alexander McBean
" "	Ditto
" "	Ditto
" "	Ditto
" "	Ditto
" "	Ditto
" "	Ditto
" "	Ditto
" 19	Stephen H. Knight and others
" "	Ditto
" "	Robert Campbell
" "	Alexander McBean
" "	Ditto

CROWN LANDS.

APPLICATIONS FOR 1876.

Locality.	Part of Coast.	If License is issued.
Little Bay, Green Bay	.....	Issued.
Sunday Cove Island	.....	"
Catalina	.....	"
Pipestone Pond	.....	"
Ditto	.....	"
Green Bay	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Middle Arm, Green Bay.....	.....	"
Ditto	.....	"
South West Arm	.....	"
Between Little Bay and Hall's Bay	.....	"
Ditto	.....	"

CROWN LANDS.

A. RETURN OF MINING

Date of Application.	Name.
January 19	Alexander McBean
" "	John Wilson
" "	James and Thomas Knight
February 26	Alexander McBean
" "	Ditto
March 20	Adolph Guzman
April 12	James S. Winter
May 29	A. F. Shirran and others
" "	Captain Cleary
June 1	Stephen H. Knight
" 3	Augustus Gostling Murray
" "	Edward Murray Cookesley
" 17	James Browning
July 5	Smith McKay
" "	Ditto
" "	Ditto
" 17	Mark Osmond
" 21	A. F. Shirran and others

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If Licenses is issued.
Between Little Bay and Hall's Bay.....	.....	Issued.
Ditto	.....	"
Western Arm	.....	Rejected.
Ditto	.....	Issued.
Ditto	.....	"
Western Horse Island	.....	"
South Side St. John's	.....	"
Farmers Island, Notre Dame Bay	.....	"
Badger Bay	.....	"
Hardrix Island, Notre Dame Bay	.....	"
South West Arm, Random	.....	"
Ditto	.....	"
Beaver Cove	.....	"
Hall's Bay	.....	"
Ditto	.....	"
Ditto	.....	"
Indian Arm	.....	"
An Island North of Sansons Id., N. D. B.	.....	"

CROWN LANDS.

A. RETURN OF MINING

Date of application.	Name.			
July 24	Benjamin Snelgrove			
" 28	J. B. Blandford and others			
" "	George Hodder			
" 31	Robert Goff Wellon			
August 1	Moses Munroe			
" 2	Robert Goff Wellon			
" "	John and Charles Barnes			
" 8	Smith McKay			
" 14	Captain Cleary			
" 15	James Walker			
" 16	C. F. Bennett			
" 19	J. O. Fraser and others			
" 21	J. B. Blandford and others			
" 22	Thomas Summers			
September 11	J. O. Fraser and others			
" 27	Robert Anderson			
" "	R. R. Balmer			
" "	Wm. Holden and R. T. Squarry			

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If License is issued.
Catalina	.....	Issued.
New World Island	.....	"
Twillingate South Island.....	.....	"
Inland from Ragged Harbor, N. D. Bay.	.....	"
Neck of land S.W. of Pilley's Island.....	.....	"
Rocky Bay, N. D. Bay.....	.....	"
Jackson's Arm, White Bay	French Shore	No.
Island N.E. end of Long Island	.....	"
North part of Long Island..	.....	"
Man Rock Tickles, Bonavista Bay.....	.....	Issued.
Placentia.....	.....	"
Hopeall, Trinity Bay	.....	"
Black Island, Friday's Bay....	.....	"
Lee Bay	.....	No.
Little Chance Cove	.....	Issued.
St. Lunaire Bay	French Shore	No.
Ditto	"	"
Harbor Main.....	.....	"

CROWN LANDS.

A. RETURN OF MINING

Date of Application.	Name.
October 3	T. R. Smith
" 14	Silas G. Knight and others
" "	Ditto
" "	Gilbert Browning and others
" "	Ditto
" "	Ditto
" "	Ditto
" "	Joseph Strong
" "	Adolph Guzman and Wm. Sterling
" "	Ditto
" "	Alexander McKay and J. O. Frazer
" 16	Charles Pippey
" 24	John Steer
" "	Ditto
" "	C. S. Fowler
" 28	John Steer
" 31	James Goodfellow
November 2	Robert Anderson and others

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If Licenses is issued.
Fogo Island	.....	Issued.
La Scie.....	French Shore.	No
Ditto	.....	"
Rear of Bett's Cove...	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Sop's Arm	.....	Issued.
Little Bay	.....	No
Ditto	.....	Issued
Cottier's Arm	.....	"
Great Harbor Deep	French Shore.	No
Sandy Pond	.....	Issued
Ditto	.....	"
Placentia...	.....	"
Shoe Cove	.....	No
South West Arm	.....	"
St. Lunaire Bay.....	French Shore.	"

CROWN LANDS.

A. RETURN OF MINING

Date of application.	Name.		
November 3.....	Moses Tilley and others	.....	.....
" ".....	Ditto	.....	.....
" ".....	Ditto	.....	.....
" 4.....	Captain Cleary.....	.....	.....
" 7.....	A. J. W. McNeily...	.....	.....
" ".....	John Steer	.....	.....
" 23.....	James Goodfellow.....	.....	.....
" 30.....	John Tampleton.....	.....	.....
" ".....	Thomas D. Hodge....	.....	.....
December 2.....	A. M. McKay.....	.....	.....
" 4.....	Wm. Holden and R. McDonald.....		.....
" ".....	Ditto	.....	.....
" ".....	Ditto	.....	.....
" 14.....	A. F. Shirran and others	.....	.....
" 19.....	C. Dawe	.....	.....
" ".....	Ditto	.....	.....
" 29.....	Hon. A. Shea and others	.....	.....
" ".....	Ditto	.....	.....

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If License is issued.
St. Lunaire Bay	French Shore.	No.
Ditto	"	"
Ditto	"	"
Woody Duck Island	.....	"
South West Arm	.....	"
White Bay	French Shore.	"
South West Arm...	.....	"
Conche	French Shore.	"
Hall's Bay	.....	Issued.
East of Stocking Harbor.....	.....	No.
Harbor Main.....	.....	Issued.
Gasters	.....	"
Salmon Cove.....	.....	No.
White Bay	French Shore.	"
Ditto	"	"
Ditto	"	"
Inland N. Shore of Notre Dame Bay....	.....	Issued.
Ditto	.....	"

CROWN LANDS.

A. RETURN OF MINING

Date of application.	Name.			
December 29.....	Hon. A. Shea and others	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Ditto	.....	.....	
" "	Hon. E. White	.....	.....	
" "	Gilbert Browning and others	.....	.....	
" "	Ditto	.....	.....	
November 3, 1875....	Francis Ellershausen.....	.....	.....	
" " " ...	Ditto	.....	.....	
" " " ...	Ditto	.....	.....	
December 15, " ...	Stephen Knight	.....	.....	
" 21, " ...	Ditto	.....	.....	
September 15, " ...	Ditto	.....	.....	
" 3, " ...	Philip Cleary	.....	.....	

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If Licenses is issued.
Inland N. Shore of Notre Dame Bay.....	.....	Issued.
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Ditto	.....	"
Inland S. W. Arm	.....	"
Inland North Shore	.....	No.
Seal Bay	.....	Issued.
New World Island	.....	"
Ditto	.....	"
Ditto	.....	"
Little Bay Island	.....	"
Long Island.....	.....	"
Western Arm....	.....	"
Long Island.....	.....	"

CROWN LANDS.

A. RETURN OF MINING

Date of Application.	Name.			
September 3, 1875 ...	Philip Cleary	.....	.....	.....
November 15, " ...	Ditto	.....	.....	.....
September 3, " ...	Ditto	.....	.....	.....
December 22, " ...	James Browning	.....	.....	.....
" " " ...	Ditto	.....	.....	.....
" " " ...	Ditto	.....	.....	.....
" " " ...	Ditto	.....	.....	.....
November 22, " ...	Ditto	.....	.....	.....
August 14, " ...	D. R. Hodge	.....	.....	.....
September 25, " ...	Thomas Peyton	.....	.....	.....

86 licenses issued for Newfoundland coast. 1 applicaton rejected.

Crown Lands' Department,
December 30th, 1876.

CROWN LANDS.

APPLICATIONS FOR 1876. A.

Locality.	Part of Coast.	If License is issued.
Sunday Cove Island.	.....	Issued
Seal Bay....	.....	"
Ditto	.....	"
Hornet Island	.....	"
Black Island	.....	"
Farmer's Head	.....	"
Ditto	.....	"
Western Arm	.....	"
Southern Arm	.....	"
Hall's Bay..	.....	"

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
Jan. 3.....	William Williams, jr.....	Dec. 28, 1875...	11	3	9	21	30
" ".....	John Williams, sr.....	" " " ...	25	1	20	21	29
" 8.....	John D. Short.....	Nov. 9, " ...	.....	1	3	21	31
" 10.....	Henry Rankin.....	Jan. 6, 1876.....	2	....	7	21	35
" ".....	William Curlew.....	" " "	.....	3	28	21	34
" ".....	Diocesan Synod.....	Dec. 11, 1875....	2	1	14	21	32
" ".....	Ditto	Jan. 6, 1876.....	18	....	18	21	33
" 11.....	P. and N. Whelan.....	May 28, 1869....	30	2	9	15	73
" 14.....	William Walsh.....	Dec. 11, 1875....	.....	3	....	21	36
" ".....	John Walsh.....	" " "	4	....	30	21	37
Feb. 22.....	Nicholas Petten.....	Sept. 17, 1863...	10	....	20	10	19
March 2.....	William Dowden.....	May 28, 1866.....	5	....	15	12	35
" 9.....	Edward Moore (in trust for his son William.....	Sept. 26, 1874...	10	....	....	20	104
" 13.....	George Shears.....	March 7, 1876..	2	2	10	21	38
" ".....	William Palmer.....	" " " ..	1	3	15	21	39
" 15.....	N., J. and W. Sweetland..	" 28, 1866..	24	2	14	12	48

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Bread and Cheese Cove....	3724	$6 00	$4 85	$1 15	
" "	3723	12 50	5 40	7 10	
Hants Harbor.....	3701	1 15	1 15		
Southern Gut.....	3726	1 15	.....	1 15	
Brigus.....	3725	1 15	.....	1 15	
Mortier Bay.....	3715	24	24	.....	Church purposes.
Head of Southern Gut.....	3727	24	24	.....	" "
Clarke's Beach.....	2856	15 00	14 00	1 00	
Cape Broyle.....	3711	1 15	1 15		
"	3710	2 00	2 00		
Middle Bight.....	1850	2 00	2 00		
Seal's Cove, South Shore.	2262	2 50	2 50		
Dildo Cove	3596	5 00	5 00		
Open Hall.....	3743	1 50	.....	1 50	
Plate Cove.....	3740	1 15	.....	1 15	
Long Pond, South Shore.	2259	12 00	6 00	.....	Price reduced by S.G.

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
March 15....	Henry Miles.....	March 14, 1876.	3	....	28	21	41
" 16....	George Power.....	" 7, "	1	2	34	21	42
" "	Robert Bungey.....	" " "	.....	....	31	21	43
" 18....	James Douglass.....	" " "	1	2	22	21	44
" 24....	John Deer.....	Nov. 9, 1875.....	9	....	23	21	45
" 30....	Robert Miller.....	Jan. 30, 1870.....	3	2	10	16	109
April 6.....	James Moyse.....	Dec. 29, 1868....	3	3	20	15	37
" 7.....	Emma Henderson.....	Oct. 22, 1875.....	1	....	25	20	142
" 17.....	Henry Scott.....	April 13, 1876....	.....	3	10	21	46
" "	William Dodge.....	" " "	.....	3	16	21	47
" 21.....	Rev. G. S. Milligan.....	June 9, 1874.....	.....	....	30	20	37
" 29.....	William Morrigan.....	May 28, 1866....	1	1	25	12	40
" "	Ditto	July 17, 1863.....	3	....	....	21	48
May 2.....	Charles Blunden.....	Nov. 2, 1868.....	1	1	....	15	40
" 3.....	Thomas Galton.....	April 27, 1876....	3	1	12	21	52
" "	James Douglas.....	" " "	.....	2	22	21	49
" "	Charles Clinton.....	March 7, 1876....	13	2	21	21	50

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Open Hall	3746	$1 50	.....	$1 50	
Fox Cove, Fortune Bay	3731	1 15	.....	1 15	
Sagona, "	3739	1 15	.....	1 15	
Brunet, "	3730	1 15	.....	1 15	
Little Salmonier C., Burin	3680	4 50	3 34	1 16	
Trinity	3092	1 75	.....	1 75	Paid in 1870.
Topsail	2778	2 00	.....	2 00	" " 1868.
Cupids	3667	1 15	.....	1 15	
Brunet Island	3749	1 15	.....	1 15	
Big Conn Cove, Fortune Bay	3748	1 15	.....	1 15	
Greenspond Island	3571	24	24	.....	Church purposes.
Lance Cove	2256	1 25	1 25		
"	1820	75	75	.....	Price reduced by S.G.
Bay-de-Verds	2736	1 16	.....	1 16	Paid bonus 1868.
Brunet Island	3755	1 50	1 50		
"	3753	1 15	1 15		
Fox Harbor, Fortune Bay	3732	7 00	7 00		

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
May 3.....	Michael Sparrow.....	April 27, 1876..	9	3	10	21	51
" 4.....	Samuel Churchill.....	Nov. 28, 1865..	37	3	5	12	13
" 8.....	J., C. and J. White and Wm. Martin.....	" 9, 1875..	.....	2	30	21	53
" 19.....	Rt. Rev. Dr. Power.....	April 27, 1876..	12	3	...	21	58
" 26.....	Alfred Beaton.....	May 13, " ..	2	2	31	21	55
" ".....	John Gill.....	" " " ..	14	3	9	21	56
" 29.....	Isaac Dawe.....	" 28 " ..	2	...	30	12	50
" 30.....	Hugh Falkner.....	Sept. 26, 1874..	.....	...	36	20	86
June 1.....	Giles Normore.....	May 13, 1876...	4	...	13	21	54
" ".....	John Roberts.....	" " " ...	2	2	10	21	57
" ".....	John Wellman.....	Dec. 11, 1875...	15	3	20	21	65
" 2.....	Samuel Struckless.....	July 24, 1871...	6	...	38	18	53
" 3.....	William H. LeDrew	Nov. 8, 1875...	3	...	37	21	66
" ".....	William Gould.....	March 14, 1876.	.....	3	4	21	62
" 6.....	Samuel Jennings.....	July 28, 1875...	1	2	23	20	123
" 8.....	T. Wheeler & F. Forward	May 28, 1869....	7	3	13	15	74

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Brunnet Island	3754	$5 00	$5 00		
Topsail	2170	18 25	10 25	$8 00	Paid 1857.
Bird Island Cove	3697	1 15	45	70	Not paid.
Renews	3760	24	24	.....	Church purposes.
Exploits	3765	1 15	35	80	
Gaze Point, Exploits	3767	7 50	6 35	1 15	
Lance Cove	2257	1 50	50	1 00	Paid 1861.
Bonavista	3591	1 15	.....	1 15	
Sunday Cove Island	3766	2 00	85	1 15	
Lushs's Bight	3762	1 50	35	1 15	
Sunday Cove Island	3719	8 00	6 85	1 15	
Twillingate	3302	3 00	3 00		
Change Islands	3675	1 50	1 50		
Open Hall	3745	1 15	1 15		
Moreton's Harbor	3648	1 15	1 15		
Tizzard's Harbor	2855	3 85	2 70	1 15	

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
June 12.....	W., J., S., & P. Bungay..	June 9, 1876....	1	2	10	21	76
" 13....	J. Godden and E. White..	Jan. 6, "	.....	....	14	21	77
" "	Mark Coxson	June 9, "	2	3	37	21	74
" "	Andrew Walbourne.....	" " "	4	2	....	21	75
" 14....	Richard Hodder.....	" 20 1870....	2	2	....	17	21
" 21....	Rev. Patrick O'Donnell....	April 13, 1876....	3	3	33	21	78
" "	Corneilus Hartery.....	May 26, "	.....	1	35	21	79
" 22....	Joseph Mills.....	March 7, " ...	4	3	....	21	70
" "	Nathaniel Mills.....	" " "	6	1	14	21	71
" "	George Mills.....	" " "	2	3	35	21	68
" "	Ambrose Mills	" " "	12	3	24	21	69
" "	Abraham Mills.....	May 7, "	3	1	6	21	72
" "	Elijah and Azerella Mills..	" " "	3	1	21	21	73
" 24....	Isaac Moors.....	July 28, 1875....	5	3	31	20	127
" "	George Stone.....	June 13, 1876....	.....	1	24	21	84
" 27....	John Gushue.....	May 26, "	5	3	36	....	81
" "	George H. Gushue.....	" " "	5	3	23	....	82

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Bongay's Island, B. B.	3776	$1 15	.....	$1 15	Paid in 1875.
Greenspond	3728	1 15	.....	1 15	
Change Island	3774	2 00	2 00		
Herring Neck	3775	2 25	2 25		
Twillingate	3100	1 25	1 25		
Harbor Main	3747	2 00	2 00		
Cape Broyle	3768	1 15	1 15		
N. W. Arm, Green Bay	3738	2 50	1 35	1 15	
" "	3733	3 00	1 85	1 15	
" "	3735	1 50	35	1 15	
" "	3736	6 00	4 85	1 15	
" "	3737	1 50	35	1 15	
" "	3734	1 50	35	1 15	
Twillingate	3645	3 00	3 00		
Sunday Cove Island	3777	1 15	1 15		
Brigus	3769	3 00	2 00	1 00	
"	3770	3 00	2 00	1 00	

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
June 28	James Higgins	June 26, 1876	4	3	8	....	87
" "	Charles Murcell	" " "	2	....	37	....	86
" "	W. M. Pike & G. Hudson	" " "	3	2	10	....	85
" "	George Lee	March 31, 1871	2	3	36	18	11
" 29	Diocesan Synod	June 16, 1876	11	1	36	21	83
July 11	Abraham Roberts	Jan. 20, 1870	6	1	10	17	20
" 13	Diocesan Synod	July 10, 1876	8	1	7	21	92
" 15	William Milley	" " "	9	....	25	21	95
" 20	Edward O'Neil	April 13, 1872	4	....	....	18	119
" 22	Benjamin Francis	" 21, 1876	1	3	5	21	61
" 24	Samuel Ansty	Jan. 20, 1870	8	....	20	17	25
" 31	Robert & Thomas Wellon	Dec. 14, 1875	5	3	24	20	108
" "	John and Robert Wellon	" " "	4	2	31	....	110
Aug. 15	Philip and Nicholas Perry	June 29, 1876	13	1	10	21	89
" 16	Charles Langdon	March 7, "	36	2	6	21	40
Sept. 27	John Hull	April 27, "	.....	3	5	21	62

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
N. W. Arm Green, Bay....	3781	$2 50	$1 35	$1 15	
" "	3782	1 15	.....	1 15	
" "	3780	1 75	60	1 15	
Twillingate	3233	1 40	1 40		
Btw'n En. C. & Turks Gut	3779	24	24	.....	Church purposes.
Indian Bight.....	3099	3 10	1 95	1 15	
Green's Harbor.....	3786	24	24	.....	Church purposes.
N. W. Arm, Green Bay....	3788	4 50	3 35	1 15	
Fermeuse.....	3369	2 00	2 00		
Grand Bank.....	3751	1 15	1 15		
Twillingate, North Island	3103	4 00	4 00		
Ladle Cove.....	3634	3 00	1 85	1 15	
"	3633	4 00	1 70	2 30	
N. W. Arm, Green Bay....	3784	6 40	5 25	1 15	
St. John's E., Torbay Rd.	3729	7 20	.....	.....	Taken up in carriage hire for Surveying.
Gt. Jervis, Hermitage Cove	3758	1 15	1 15		

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
Oct. 10.....	John Austy.....	Dec. 11, 1875.....	11	3	21	21	106
Oct. 11.....	Alonzo H. Earle.....	Jan. 30, 1870...	1	...	23	16	108
" 23.....	John and James Pickett...	Oct. 7, 1875....	1	...	7	20	129
" 24.....	Matthew Carew.....	" 18, 1876..	12	3	12	22	13
" 26.....	Diocesan Synod.....	" " " ..	7	...	6	...	14
" 27.....	Providence Tifield.....	Nov. 9, 1875...	1	1	17	22	1
Nov. 2.....	William G. Bradshaw.....	Feb. 28, 1874...	2	2	39	19	138
" 3.....	Thomas Ford.....	March 7, 1876...	2	3	9	21	98
" 4.....	Edward Fowler.....	Nov. 28, 1865...	14	3	...	22	17
" 13.....	Patrick Conway.....	Oct. 18, 1876...	4	2	1	22	16
" 14.....	Patrick Curran.....	June 9, 1870....	10	3	8	17	76
" 17.....	Isaac Mugford.....	April 27, 1876..	3	1	19	21	102
" 21.....	John Curtis.....	Jan. 18, 1870...	1	...	28	16	65
" 30.....	Silas Squires.....	Nov. 28, 1876...	4	...	...	22	19
" ".....	Francis Squires.....	Oct. 18, " ...	8	2	17	22	15
Dec. 1.....	Jonah Hollett.....	Nov. 28, " ...	...	...	33	...	18

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B.

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Purcell's Harbor	3721	$6 00	$4 85	$1 15	
NW Br'k, NW Arm, Trinity	3095	1 20	20	1 00	
Fair Island	3657	1 15	1 15		
Salmonier Road	3790	6 00	6 00		
Burnt Head, near Brigus	3780	24	24	.....	Church purposes.
North Side, Trinity	3688	1 15	.....	1 15	
Placentia	3523	1 50	1 50		
Smart's Island Cove	3742	1 50	1 50		
Topsail	2174	7 25	4 05	3 20	Paid in 1865.
Distress	3792	2 25	2 25		
Cats Cove	3163	5 35	4 35	1 00	
Southern Gut	3759	1 50	50	1 00	
Dericle, Placentia Bay	3086	1 15	.....	1 15	
Smith's Hr., Green Bay	3794	2 00	85	1 15	
" "	3791	4 50	3 35	1 15	
Flat Island	3793	1 15	1 15		

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
Dec. 1	Jacob Davis	March 28, 1876	1	1	....	...	20
" 2	Edward Flaherty	" " "	4	1	29	....	21
" "	John Kelly	" " "	6	....	....	....	22
" "	Charles Best, Sr., & Sons	" " "	1	....	5	....	23
" 7	Pierce Kearney, Jr.	" " "	2	2	32	....	24
" 8	Diocesan Synod	Nov. 21, "	.....	2	....	....	25
" "	Ditto	" 28 "	7	....	12	....	26
" 9	John Crawley	" " "	11	....	8	....	29
" "	Methodist Board of Education, Musgrave Harbor.	" " "	2	....	....	....	27
" 11	Rev. George Harris	" " "	1	2	15	....	30
" "	John Corrigan (of Joseph)	Dec. 11, "	8	3	25	....	31
" 12	Augustus Gostling Murray	Nov. 28, "	4	1	30	....	28
" 16	James, Frank, Solomon and Mark Warr	Oct. 22, 1875	5	3	20	....	2
" "	George Bowring	July 24, 1868	7	3	....	14	84
" 21	John Pearce	Dec. 19, 1876	17	2	38	22	38
" "	James Brown	" " "	.....	3	36	....	39

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Pools Island	3795	$1 15	$1 15		
Gasters, Salmon Cove	3797	2 25	1 25	$1 00	
Great Placentia	3796	3 00	.....	3 00	Paid 1869.
Swains Island	3799	1 15	1 15		
Tinkers Point, nr. Mobile	3798	1 30	.....	1 30	Paid 1871.
Bay-de-Verds	3806	24	24	.....	Church purposes.
Green's Harbor	3809	24	24	.....	" "
Holyrood	3802	5 50	5 50		
Ladle Cove	3807	24	24	.....	School purposes.
Lance Cove, Trinity Bay.	3808	24	24	.....	Church "
Trepassey	3812	4 50	4 50		
N. W. Arm, Trinity	3811	31 05	31 05		
Twillingate	3672	3 00	1 85	1 15	
Ladle Cove, Smith's Sound	2697	4 00	4 00		
Back Cove, Greens Hr.	3816	9 00	9 00		
Fair Island	3814	1 15	1 15		

CROWN LANDS.

B. *Return of Grants Issued from Surveyor*

Date of Issue.	Name of Grantee.	Date of Grant.	Quantity.			Reg'y.	
			A.	R.	P.	Vol.	Fol.
Dec. 21.....	John Elsworth.....	Dec. 19, 1876....	3	1	8	....	40
" "	Charles Bryant.....	" " "	11	....	....	....	41
" "	Henry Bowring.....	" " " ...	3	2	....	....	42
			704	2	1		

JOHN H. WARREN,
H. M. Surveyor General.

Crown Lands' Department,
December 30th, 1876.

CROWN LANDS.

General's Office, for year ending 31st Dec., 1876. B

Locality.	No.	Amount of Grant.	Paid Office.	Paid Deputy.	Remarks.
Little Seldom-Come-By....	3813	$1 75	$1 75		
Hickman's Hr.,Smiths Sd.	3817	5 50	5 50		
New Brit. Cove, "	3815	1 15	.....	$1 15	
			$253 33		
Less not paid on 2 grants issued Dec. 9th.....	.....	.....	48		
Less not paid on 1 grant issued May 8th.....	.....	.....	45		
			$252 40		

CROWN LANDS.

C. *List of Free Grants Issued by Surveyor*

Date of Issue.	Name.	Quantity.			Reg'y.		No.	Amount paid.
		A.	R.	P.	Vol.	Fol.		
May 9	J. J. Winsor and F. J. Vallance	200	0	0	1	77	77	$1 00
" 10	Frederick J. Vallance	50	0	0	1	78	78	1 00
" "	James J. Winsor	50	0	0	1	79	79	1 00
" 26	Samuel Prince	20	....	14	1	75	75	1 00
Aug. 15	Richard Taylor	16	1	32	1	69	69	Free.
" "	Jacob Taylor	19	....	20	1	73	73	"
" "	Abraham Taylor	6	1	23	1	81	81	"
Nov. 10	Edward Mullowney	17	....	25	1	69	69	1 00
" 13	Charles Quinton, Sr	16	2	4	1	66	66	1 00
" "	Joseph Moss	5	....	19	1	71	71	1 00
Dec. 1	James Reader, Sr	37	1	23	1	80	80	Free.
		438	1	0				$7 00

Crown Lands' Department,
December 30th, 1876.

CROWN LANDS.

General, for year ending 31st Dec., 1876. C.

Date of Grant.	Locality.	Remarks.
April 18, 1876.....	Exploits River.....	
" " "	Ditto	
" " "	Ditto	
" 13 "	Seal Cove, Goose Bay.....	
March 23, "	Sweet Bay, Ditto	
April 13, "	James Cove, Ditto	
May 26, "	Ditto Ditto	
March 23, "	Sweet Bay, Ditto	
April 13, "	Southward Bay, Ditto	
" " "	James Cove, Ditto	
May 26, "	Musgrave Town, Ditto	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS,

D. *Licenses of Occupation issued by the*

Date of Issue.	Name.	Quantity.			Reg'y.		No.
		A.	R.	P.	Vol.	Fol.	
May 26	Edward and William Prince	17	3	2	2	35	107
" "	Samuel John and William Prince	13	3	12	2	36	108
" "	Henry Yetman	15	....	3	2	81	153
June 1	Christopher Gould	17	3	....	2	69	141
" 5	Mark Walker	20	2	32	2	58	130
" "	Thomas Mullowney (of William)	12	2	16	2	60	132
" "	John Mullowney (of Thomas)	8	3	8	2	61	133
" "	William Mullowney (of Andrew)	16	....	20	2	62	134
" "	J., W. & Thos. Mullowney (of Ed.)	18	3	....	2	63	135
" "	Andrew and Thomas Mullowney	21	2	19	2	64	136
" "	Samuel Walker	11	2	4	2	65	137
" 6	James and Edward Johnston	10	....	....	2	79	151
Oct. 24	Matthew Carew	50	....	....	2	82	154
Nov. 8	James Prince	8	2	19	2	80	152
" 13	Mary and Sarah Quinton	14	1	24	2	56	128
" "	John Quinton	15	1	37	2	57	129
" "	James Gould	18	2	16	2	70	142
		291	2	2			

Crown Lands' Department,
December 30th, 1876.

CROWN LANDS.

Surveyor General, for year 1876. D.

Date of Licenses.	Locality.	Remarks.
Oct. 22, 1875.....	Southward Bay, Bonavista Bay....	
" " ".....	Ditto Ditto	
May 26, 1876.....	Ditto Ditto	
March 23, 1876....	Ditto Ditto	
" " " ...	Sweet Bay Ditto	
" " "	Ditto Ditto	
" " "	Ditto Ditto	
" " "	Ditto Ditto	
" " "	Ditto Ditto ...	
" " "	Ditto Ditto	
" " "	Ditto Ditto	
May 26, "	Ferryland.....	
Oct. 18, "	Salmonier Road	
May 26, "	Southward Bay, Bonavista Bay....	
March 9, 1875....	Ditto Ditto	
" " "	Ditto Ditto	
" 23, 1876...	Ditto Ditto	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

E. *Comparative Statement of Grants, Licenses, &c., issued from the*

	1875.				1876.			
	No.	Contents.			No.	Contents.		
Crown Lands for Agricultural and Fishery purposes, under Consolidated Statutes, title 13, cap. 45—46.		A.	R.	P.		A.	R.	P.
Grants issued	65	404	0	20	117	704	2	1
Licenses of occupation issued	4	153	1	34	17	291	2	2
Grants in fee	7	129	1	19	10	238	1	0
Licenses for Mill sites	4	522	2	0				
Grants do.	1	200	0	0	1	200	0	0

Crown Lands' Department,
December 30th, 1876.

CROWN LANDS.

Surveyor General's Office, during the years 1875 and 1876. E.

	1875.	1876.
Applications for Licenses to Search	52	101
Ditto Grants	3	
Licenses issued	22	86
Grants ditto	2	

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LANDS.

Dr. CASH ACCOUNT WITH

1876.				
Jany. 8.—	To paid	Bright (Messenger in office) wages	$4 00	
	"	Leary, carriage hire to Bay Bulls, per T. Long	4 00	
15	"	Bright	4 00	
17	"	P. Leary, carriage hire for 1876	8 00	
18	"	William Coughlan, per Surveyor General	1 00	
	"	William Coughlan, per W. H. Warren, passage to and from Cove	2 00	
22	"	Bright	4 00	
29	"	Ditto	4 00	
				$31 00
Feb. 1	"	R. Lahey, Harbor Grace, car hire per Surveyor General	4 00	
5	"	James Baird, per voucher	10 47	
	"	Bright	4 00	
11	"	John Palk, per T. Long, car hire	2 20	
12	"	Bright	4 00	
	"	Sage, car hire to Carter's Hill	40	
19	"	Bright	4 00	
	"	Goff, for drawing board	5 00	
26	"	Bright	4 00	
				38 07
Mar. 3	"	Ditto	4 00	
	"	Ditto, for washing towels	40	
10	"	Ditto	4 00	
18	"	Ditto	4 00	
			$12 40	
				$69 07

CROWN LANDS.

THE SURVEYOR GENERAL. Cr.

1876.			
	By balance from 1875.....		$28 80
Jany. 3.—	" Cash from J. Colbourne and Henry Knight for license, at Little Bay.....	23 07	
"	" Captain Cleary, at Sunday Cove Island	23 07	
5	" Silas G. Knight and others, at Catalina	23 07	
12	" J. H. Cathrae, at Pipestone Pond.....	46 14	
18	" Alex. McBean, at Green Bay.....	184 56	
19	" Stephen H. Knight and others, at Middle Arm.....	46 14	
"	" Robert Campbell, at South West Arm..	23 07	
"	" Alexander McBean at Hall's Bay.....	69 21	
21	" John Wilson, at Hall's Bay.....	23 07	
25	" James B. and Thomas Knight, Western Arm.....	23 07	
			484 47
Feb. 26	" Alexander McBean, at Hall's Bay.....		46 14
Mar. 20	" Adolph Guzman, at Horse Island.....		23 07
April 12	" James S. Winter, at St. John's.....		23 07
May 29	" A. F. Shirran and others, at Farmer's Island.....		23 07
"	" Captain Cleary, at Badger Bay.....		23 07
June 1	" Stephen Knight, at Hardrix Island.....	23 07	
3	" Augustus G. Murray, at Random Sound	23 07	
"	" E. Murray Cookesley, at Random Sound	23 07	
17	" James Browning, at Beaver Cove.....	23 07	
			92 28
July 5	" Smith McKay, at Hall's Bay.....	69 21	
17	" Mark Osmond, at Indian Arm.....	23 07	
		$92 28	$743 97

CROWN LANDS.

Dr. CASH ACCOUNT WITH

1876.				
		To amount brought forward	$12 40	$69 07
Mar. 21.	—To paid	Thomas and Jas. R. Knight, amount refunded on license	23 07	
25	"	Bright	4 00	
				39 47
April 1	"	Ditto	4 00	
8	"	Ditto	4 00	
15	"	Ditto	4 00	
22	"	Ditto	4 00	
29	"	Ditto	4 00	
		For pickets for Park	1 50	
				21 50
May 3	"	Patrick Drohan, pickets for Park	1 70	
4	"	Bright	4 00	
5	"	James Furlong, posts for Bannerman Park	90	
8	"	Carbery, labor on Park	4 20	
13	"	Bright	4 00	
20	"	Ditto	4 00	
	"	Carbery, labor on Park	4 20	
27	"	Bright	4 00	
28	"	Mrs. Hurley, for cleaning stoves	40	
	"	Bowring Bros., for charts	1 67	
				18 27
June 3	"	Bright	4 00	
	"	Ditto, for washing towels	40	
	"	James Neil, carriage hire	2 00	
			$6 40	$148 31

CROWN LANDS.

THE SURVEYOR GENERAL. Cr.

1876.				
		By amount brought forward.....	$92 28	$743 97
July	27	" Cash from Shirran, Pippey and French, North of Sanson's Island.....	23 07	
	24	" Benjamin Snelgrove, at Catalina.....	23 07	
	28	" J. B. Blandford and others, at New World Island.....	23 07	
	"	" George Hodder, at Twillingate.....	23 07	
	31	" Robert G. Wellon, at Rocky Bay.....	23 07	
				207 63
Aug.	1	" Moses Munroe, at Upper Pilley's Island	23 07	
	2	" R. G. Wellon, Inland.....	23 07	
	"	" J. & C. Barnes at Jackson's Cove.....	23 07	
	8	" Smith McKay, N. E. of Long Island.	23 07	
	14	" Captain Cleary, at Long Island.....	23 07	
	15	" James Walker, at Bonavista Bay.....	23 07	
	16	" C. F. Bennett, at Placentia.....	23 07	
	19	" J. O. Frazer and others, at Hopeall	23 07	
	21	" J. Blandford and others, Black Island..	23 07	
	22	" Thomas Summers and others at Loo Bay.....	23 07	
				115 35
Sept.	11	" J. O. Frazer and others, at Little Chance Cove.....	23 07	
	27	" Robert Anderson, at St. Lunaire Bay...	23 07	
	"	" R. Balmer, at Ditto ...	23 07	
	"	" Holden and Squarrey at Holyrood.....	23 07	92 28
				$1159 23

CROWN LANDS.

DR. CASH ACCOUNT WITH

1876.				
		To amount brought forward.....	$6 40	$148 31
June 10.—To	paid	Bright.....	4 00	
13	"	Martin, carriage hire.....	1 20	
16	"	Bright.....	4 00	
	"	Patrick Leary, jr.....	8 30	
24	"	Bright.....	4 00	
	"	James Neal, car hire.....	1 50	
27	"	Patrick St. John.....	1 20	
	"	Cartage of charts.....	25	
	"	Postage.....	60	
30	"	Receiver General.....	500 00	
				531 45
July 1	"	Bright.....	4 00	
6	"	Bowring Brothers, for Charts....	6 97	
7	"	Morrison, express expenses.....	35	
8	"	Bright.....	4 00	
15	"	Bright.....	4 00	
21	"	T. Brien, car hire.....	2 00	
22	"	Bright.....	4 00	
"	"	Surveyor General, expenses to Salmonier.....	5 50	
"	"	W. Warren, ditto.....	1 90	
28	"	Bright.....	4 00	
				36 72
Aug. 2	"	Paid for Chart.....	5 00	
5	"	Bright.....	4 00	
8	"	Carriage hire.....	30	
			$9 30	$716 48

CROWN LANDS.

THE SURVEYOR GENERAL. Cr.

1876.				
		By amount brought forward.....		$1159 23
Oct.	3	" Cash from T. R. Smith, at Fogo....	23 07	
	14	" Silas G. Knight and others, at LaScie	46 14	
		" Gilbert Browning and others, at Inland, Green Bay.....	92 28	
		" Joseph Strong, at Sop's Arm.....	23 07	
		" A. Guzman, Hall's Bay.....	46 14	
		" J. O. Frazer and A. M. McKay, at Cotter's Arm.....	23 07	
	16	" Charles Pippey, at Gt. Harbor Deep	23 07	
	24	" John Steer, at Sandy Pond.....	46 14	
		" C. S. Fowler, at Placentia.....	23 07	
	28	" John Steer, at Shoe Cove.....	23 07	
	31	" James Goodfellow, at S. W. Arm.....	23 07	
				392 19
Nov.	2	" R. Anderson and others, at St. Lunaire Bay.....	23 07	
	3	" Moses Tilley and others, St. Lunaire Bay.....	69 21	
	4	" Captain Cleary, at Woody Duck Island.....	23 07	
	7	" A. J. W. McNeily, at S. W. Arm....	23 07	
		" John Steer, at White Bay.....	23 07	
	23	" James Goodfellow, at S. W. Arm.....	23 07	
	30	" Thomas D. Hodge, at Hall's Bay....	23 07	
		" John Templeton, at Conche.....	23 07	
				230 70
				$1782 12

CROWN LANDS.

Dr. CASH ACCOUNT WITH

1876.				
		To amount brought forward.....	$9 30	$716 48
Aug. 12.—	To paid	Bright.....	4 00	
19	"	Ditto.....	4 00	
21	"	Hierlihey, Deputy Surveyor.....	6 00	
25	"	For mounting for charts.....	1 00	
26	"	Bright	4 00	
				19 00
Sept. 2	"	Ditto	4 00	
	"	Washing towels.....	40	
9	"	Bright.....	4 00	
16	"	Ditto.....	4 00	
	"	T. Long, expenses to Holyrood, surveying.....	1 00	
21	"	W. D. Morrison, for freight of charts.....	5 00	
23	"	Bright.....	4 00	
	"	Postage.....	20	
30	"	Bright.....	4 00	
				26 60
Oct. 4	"	Pickets for Park.....	1 75	
7	"	Bright.....	4 00	
14	"	Ditto.....	4 00	
	"	Geo. Gear, on account T. Long.	1 90	
18	"	Thomas Peyton, paid per order of T. Long.....	40 00	
21	"	Bright.....	4 00	
	"	For lead pencils.....	9 00	
	"	Ditto.....	30	
			$64 95	$762 08

CROWN LANDS.

THE SURVEYOR GENERAL. Cr.

1876.				
		By amount brought forward.....		$1782 12
Dec.	2	" A. M. McKay, at Stocking Harbor	23 07	
	4	" Holden and McDougald, at Holyrood	69 21	
	14	" A. F. Shirran and others, at West Arm, White Bay.....	23 07	
	19	" C. Dawe, at Western Arm, White Bay.....	46 14	
				161 49
		" Received for Agricultural Grants.....		252 40
		" Amounts deposited on land sold at auction, Oct. 25, viz :—		
		" Thomas Flynn, Goulds back line..	6 25	
		" Jeoffrey Guzzle, on Bay Bull's road..	12 00	
		" Silas G. Ruby, Deers Marsh.....	6 25	
		" Terrence Kennedy, Witless Bay, Trinity Bay.....	1 80	
				26 30
		" Amounts deposited during the year for grants yet to be issued :—		
		" John Harris, of Russell's Cove, Trinity Bay.....	1 50	
		" Patrick Reilly, Goulds, deposited Oct. 18.....	4 00	
		" Capt. Wright, Oct. 25, pay of purchase money for 100 acres in Bonavista Bay.....	25 00	
		" John Mitchell, Burin, Nov. 16, for grant.....	1 15	
			$31 65	$1969 91

CROWN LANDS.

Dr. CASH ACCOUNT WITH

1876.				
		To amount brought forward.....	$64 95	$762 08
Oct. 28.—	To	paid Bright.....	4 00	
	"	Sage, car hire.....	1 00	
	"	Charles Lang, car hire per T. Long	1 00	
				70 95
Nov. 4	"	Bright.....	4 00	
11	"	Ditto.....	4 00	
18	"	Ditto	4 00	
22	"	Moses Button, amount refunded on grant.....	1 50	
25	"	Bright.....	4 00	
29	"	Leary, carriage hire.....	3 60	
30	"	Clift, Wood & Co., per T. Peyton's order	40 00	
				61 10
Dec. 2	"	Bright.....	4 00	
	"	Flannel for surveying pins.....	34	
	"	Washing towels.....	40	
9	"	Bright.....	4 00	
12	"	James L. Noonan, amount refunded on rejected mining application.....	11 58	
13	"	Post Office Order to J. D. Potter, London.....	48	
16	"	Bright	4 00	
21	"	Wm. Barnes, amount refunded on rejected mining application	11 58	
			$36 38	$894 13

CROWN LANDS.

THE SURVEYOR GENERAL. Cr.

1876.			
	By amount brought forward	$31 65	$1969 91
	" James Inkpen, Burin, Nov. 16, for grant	1 15	
	" William Butler, Dec. 6, Middle Bight	14 50	
			47 30
	" Amount received for free grants		7 00
Dec. 29	" Cash from John Steer, N. Shore, Notre Dame Bay	230 70	
	" E. White, S. W. Arm	23 07	
	" James Browning, Seal Bay	23 07	
	" Ditto N. Shore, Notre Dame Bay	23 07	
			299 91
	" Cash from John McDougall, part of expenses to Gander River		38 30
			$2730 17

$2730 17

CROWN LANDS.

DR. CASH ACCOUNT WITH

1876.			
	To amount brought forward.....	$36 38	$894 13
Dec. 23.—To paid	Bright.....	4 00	
27	" *Patriot* newspaper, Dec. 9th....	1 25	
30	" Bright.....	4 00	
	" Receiver General by order of Surveyor General.....	1600 00	
	" Peace and Coy's account.....	1 90	
	" Michael Kelly, deputy surveyor	3 00	
	" Mr. Long, amount refunded by him to Jas. Inkpen, deposit on grant.....	1 15	
	" Postage.....	06	
	" Henry W. Seymour's account...	19 92	
	" Whiteford's account.....	2 00	
	" Thomas McMurdo's account.....	55	
	" Surveyor General this amount to reimburse him for horse and carriage hire the past year....	60 00	
			1734 21
	Balance.....		81 73
			$2730 17

Examined and found correct,

THOMAS GLEN,

Auditor of Public Accounts.

February 8th, 1877.

CROWN LANDS.

THE SURVEYOR GENERAL. — Cr.

By amount brought forward.....	$2730 17
	$2730 17

JOHN H. WARREN,
H. M. Surveyor General.

DESPATCHES.

Despatch and Enclosures relative to Fog Alarm to be erected on Cape St. Francis.

[COPY.]

NEWFOUNDLAND.

No. 73.

DOWNING STREET,
4th October, 1876.

SIR,—

I have the honor to transmit to you a copy of a letter, which addressed to this Office by Mr. Carter, prior to his departure for Newfoundland, respecting the proposal of the Colonial Government to place a Fog Signal upon Cape St. Francis in connection with the Lighthouse now being erected there.

In compliance with Mr. Carter's request I communicated upon the subject with the Board of Trade, and I now enclose for your information and for that of your Government, a copy of the answer which has been returned to that reference.

I have, &c.,

(Signed.) CARNARVON.

Governor
SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

Mr. Carter to Colonial Office.

[COPY.]

MIDLAND GRAND HOTEL,
September 2nd, 1876.

SIR,—

The Government of Newfoundland are erecting a new lighthouse at Cape St. Francis, about 20 miles from St. John's, on the east coast of that Island, and as it is considered advisable to have a fog whistle or syren in connection, I am requested by the Government to ascertain whether the whistle or syren would be considered preferable by the Board of Trade; and further, to ask for the respective cost of each instrument with such particulars, at a date as early as may be practicably convenient, so that the Government may send an order by the cable for such as may be approved.

I am, &c.,

(Signed,) F. B. T. CARTER.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

The Board of Trade to Colonial Office.

[COPY.]

T 7042

BOARD OF TRADE,
HARBOR DEPARTMENT,
WHITEHALL GARDENS,
3rd October, 1876.

SIR,—

I am directed by the Board of Trade to aeknowledge the recept of your letter of the 7th ultimo, transmitting copy of a letter from the Premier of Newfoundland, asking for certain information in connection with a proposal on the part of the Government of that Colony to place a Fog Signal on Cape St. Francis.

In reply I am to transmit herewith a copy of a letter and its enclosure, which have been received from the corporation of Trinity House to whom your letter was referred, and with regard to the wish expressed in the latter part of your letter, I am to request that in laying the enclosed documents before the Earl of Carnarvon, you will suggest for his consideration the propriety of causing copies of them to be furnished to Mr. Carter.

I have, &c.,

(Signed,) THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

Trinity House to Board of Trade.

[COPY.]
5538.
H 1042.

TRINITY HOUSE,
London, E.C.,
30th September, 1876.

SIR,—

I am directed to acknowledge the receipt of your letter dated 13th instant enclosing copy of communications from the Colonial Office on the subject of a proposed fog signal at Cape St. Francis, Newfoundland, with a request to be favoured with the views of the Elder Brethren as to the character which would be most suitable, and in reply thereto I am to acquaint you that having regard to the use of a gun which appears to be fired during fog from the fort at St. John's, only 15 miles off, at an interval which would probably be diminished as trade increases, it appears to this Board that the most suitable instrument for Cape St. Francis would be a syren; and further, that by way of distinction from the steam whistle at Cape Race which gives one blast of 10 seconds every minute, it might emit two blasts in quick succession every two minutes with an interval of not less than five seconds.

The Elder Brethren have great pleasure in forwarding copy of a report of details as to cost, &c., which has been prepared by Mr. Douglas on this basis, and will be glad if in any way they can be of any further service in the matter if it should be determined to procure such an apparatus in this country.

I am, &c.,

(Signed,) ROBIN ALLEN.

The Assistant Secretary,
Harbour Department,
Board of Trade.

DESPATCHES.

Mr. J. N. Douglas to Mr. R. Allen.

COLONIAL LIGHTS.

CAPE ST. FRANCIS, NEWFOUNDLAND.

[COPY.]

H 7042.

TRINITY HOUSE,
30th September, 1876.

SIR,—

Pursuant to the reference of the Wardens under date 25th instant enclosing letter from the Board of Trade, H 6602, with enclosures relative to a proposed fog signal for Cape St. Francis, Newfoundland, I beg to report that I would recommend as the most efficient signal to meet distinctive character recommended by the examining committee, viz., "two blasts in quick succession every two minutes with an interval of not less than five seconds," a syren fog trumpet sounded by air compressed to a pressure of 50lbs. per square inch by a 9-horse power caloric engine, and similar to the apparatus now being erected at the Longstone and start.

These apparatus are manufactured by Messrs. A. & F. Brown, Progress Works, Lewis street, New York, and by Professor Holmes, 107—9 Gravel Lane, Southwark.

I am not in possession of any reliable information as to the cost of labour and materials near Cape St. Francis, or the facilities of getting materials to the site.

I am, however, of the opinion that the cost of the work may be approximately estimated as follows, viz:—

Syren Fog Trumpet Apparatus, complete in duplicate with the exception of the cast iron trumpet, and consisting of a pair of 9 H. P. Caloric engines, 2 compressed Air Reservoirs, 2 syrens and 1 trumpet, the whole delivered and fixed at Cape St. Francis, with a supply of tools and accessories	£2,000
Fog Signal House and Store for Fuel	1,000
	£3,000

DESPATCHES.

To the above estimate there should probably be added the approximate cost of a dwelling for an additional keeper, say £500

The fuel required for the Caloric Engines is good coke or Anthracite coal.

I estimate the consumption at 40 lbs. per hour, or 960 lbs. per day of 24 hours.

I have, &c.,

(Signed,) J. N. DOUGLAS.

ROBIN ALLEN, Esq.

DESPATCHES.

Despatches and Enclosures relating to Cape Race Fog Alarm.

[COPY.]

NEWFOUNDLAND.

No. 60.

DOWNING STREET,
22nd August, 1876.

SIR,—

With reference to previous correspondence relative to the fog signal at Cape Race, I have the honour to transmit to you for your information and guidance a copy of a letter from the Board of Trade and to authorise you to draw a bill on the Financial Assistant Secretary of that Board for the amount of one thousand nine hundred and ninety-two pounds sixteen shillings and eight pence, in the manner mentioned in the letter.

I have, &c.,

(Signed,) R. H. MEALE,

For the Earl of Carnarvon.

Governor
SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

Board of Trade to Colonial Office.

[COPY.]
H. 6040.

BOARD OF TRADE,
HARBOR DEPARTMENT
WHITEHALL GARDENS, S.W.
15th August, 1876.

SIR,—

Referring to previous correspondence relative to the Fog Signal at Cape Race, Newfoundland, and more particularly to the letter from this Department, of the 27th ultimo, (H. 5358), I am directed by the Board of Trade to state that, with the sanction of the Lords Commissioners of the Treasury, they are now prepared to pay to the Colony of Newfoundland the balance remaining due on account of the first cost, erection, &c., of the engines, boiler and whistle, one thousand, eight hundred and seventy-nine pounds two shillings and three pence, and the amounts for maintenance for December quarter, 1875, and March quarter, 1876, (together one hundred and thirteen pounds fourteen shillings and five pence.)

I am accordingly to suggest for the consideration of the Earl of Carnarvon, that Sir John Glover should be informed that he is authorized to draw a bill on the Financial Assistant Secretary of the Board of Trade, R. G. C. Hamilton, Esq., at three days' sight, for one thousand nine hundred and ninety-two pounds sixteen shilling and eight pence, being the sum of the two amounts named above.

The Board will reserve any further observations they may desire to offer, till they receive the report promised by the Governor in his despatch of the 25th July, transmitted in your letter of the 9th instant.

I have, &c.,

(Signed) HENRY G. CALCRAFT.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 78.

DOWNING STREET,
13th October, 1876.

SIR,—

With reference to previous correspondence on the subject of the cost of the construction and maintenance of the Fog Signal at Cape Race, I transmit to you a copy of a letter which I have received from the Board of Trade in the matter.

2. I also enclose a copy of a despatch from the Deputy Governor of Canada, conveying the formal assent of the Government of the Dominion, to an increase on the toll levied on vessels passing Cape Race.

3. I request that you will communicate these papers to your Ministers, and ask them to obtain from the Legislature of Newfoundland, as desired by the Board of Trade, the authority required by Section 3, of the "Merchant Shipping Act, Amendment Act, 1855," for the levying within the Colony of the higher toll of 1s. 8d. per ton on vessels passing Cape Race.

4. A copy of the Board of Trade letter has been sent to the Governor General of Canada.

I have, &c.,

(Signed.) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Board of Trade to Colonial Office.

[COPY.]

H 6550.

BOARD OF TRADE,
HARBOR DEPARTMENT,
WHITEHALL GARDENS, S.W.,
9th October, 1876.

SIR,—

With reference to previous correspondence on the subject of the fog signal at Cape Race, Newfoundland, and particularly to the letter from this department of this 10th April last (H 1652), in which a statement was given for the information of the Government of the Dominion of Canada, showing how the estimates for the construction and maintenance of the signal had been exceeded.

I am directed by the Board of Trade to state as follows:—

In the letter above mentioned it was shown that after payment to the Colony of Newfoundland of the cost of maintenance of the signal till September, 1875, and of the amount sanctioned by the Treasury in 1871, for erection, the balance of dues in the hands of the Board of Trade was nearly exhausted, whilst one thousand four hundred and three pounds three shillings and sevenpence, the excess of expenditure over estimate on construction, still remained to be repaid to the Colony, besides a balance of one thousand three hundred and fifty-eight pounds eighteen shillings and sevenpence due to the Imperial Exchequer on account of advances for the construction of Cape Race lighthouse.

It now appears that the excess of expenditure over estimate on the first cost of the fog signal has been swollen to one thousand eight hundred and seventy-nine pounds two shillings and threepence, chiefly

DESPATCHES.

through the expense of laying down a pipe track for water supply having proved much larger than was first expected.

The Governor of Newfoundland has also represented that in order to ensure the efficient maintenance of the signal, it is imperatively necessary that a bridle road should be constructed on the land side of the lighthouse, and that a spare boiler is urgently required.

The estimate cost of the road is £300, and of the boiler two thousand six hundred dollars, and the Board of Trade have felt that the interests involved in the due maintenance of the signal left them no alternative but that of sanctioning the works in question.

Under the circumstances the Board have been obliged to make a further representation respecting the financial aspect of the case to the Lords Commissioners of the Treasury, who have now sanctioned an advance of three thousand pounds from Imperial funds for the purpose of enabling this Board to repay the balance of the outlays already made by the Colony, and to meet the expense of the further works recently sanctioned.

The Governor of Newfoundland has accordingly been authorized to draw on the Board for one thousand nine hundred and ninety-two pounds, sixteen shillings and eight pence, being the excess of expenditure over estimate on construction, together with one hundred and thirteen pounds fourteen shillings and five pence, the cost of maintenance for the December quarter of 1875, and the March quarter of the present year.

Since the receipt of the advance from Imperial funds, it has been deemed necessary to sanction, on the recommendation of the Governor, some further works at the signal station, including a covered way between the keeper's dwelling and the engine house, additions to the boiler house and coal shed, and a steam winch, scaffold and tramway for landing coals, at an estimated cost of three thousand eight hundred and twenty dollars.

When sanctioning the advance from Imperial funds, the Lords Commissioners of the Treasury made it a condition that the toll levied on account of the light house and fog signal should be raised from the

DESPATCHES.

present rate of 1s. 2d. to 1s. 8d., and the Board of Trade, who, as already intimated to you in their letter of the 27th July last, (H. 5358) have for some time past felt that this step would have to be taken, have caused a draft order in Council to be prepared for submission to Her Majesty the Queen, with a view of obtaining the power requisite to enable the increased toll to be levied from and after the first December next.

The object in increasing the toll is to provide funds for meeting the unexpected outlays which the erection and maintenance of the signal house have hitherto involved, and it is hoped that with the additional works above referred to, and a more economical system of management, it may be found practicable to reduce the toll at the expiration of a limited period.

I am to ask that in laying this letter before the Earl of Carnarvon you will move him to cause the contents to be communicated to the Governor General of Canada, with a request that the necessary steps may be taken for ensuring a contribution from the Dominion Treasury of a sum equivalent to that which the portion of the increased toll which might be levied on the Dominion would, if levied, amount to.

It would appear from the copy of the approved report of a committee of the Canadian Privy Council which accompanied your letter of yesterday's date, that there will be no objection on the part of the Government of the Dominion to the course now proposed.

I am further to request that the thanks of this Board may be conveyed to the Government of Canada for the suggestions afforded by them with respect to the means of reducing the cost of maintenance of the signal, as set forth in the documents which accompanied your letter of the 10th July last. The Government of the Dominion are apparently aware that their suggestions have been acted on by the superintendent of Light Houses at St. John's, Newfoundland.

I am also to call attention to the resolution of the Newfoundland Board of Works, dated 24th May last, copy of which accompanied your letter of the 11th July last, concurring in the necessity of increasing the toll, and to suggest, for the consideration of Lord

DESPATCHES.

Carnarvon, that the Governor of Newfoundland should be directed to obtain from the Legislative Assembly of the Colony the authority required by section 8 of the "Merchant Shipping Act, Amendment Act, 1855," for the levying within the Colony of higher toll of 1s. 8d.

I have, &c.,

(Signed,)

C. CECIL TREVOR.

The
Under Secretary of State,
Colonial Office.

DESPATCHES.

Deputy Governor Richards to the Earl of Carnarvon.

[COPY.]

CANADA.

No. 46.

OTTAWA,
20th September, 1876.

MY LORD,—

With reference to your Lordship's despatch, No. 211, of the 29th July, and to previous correspondence on the subject of the cost and maintenance of the steam fog alarm at Cape Race, I have the honor to enclose a copy of an approved report of a committee of the Privy Council which contains the formal assent of this Government to an increase of the toll levied on vessels passing Cape Race.

I am, &c.,

(Signed,) WM. B. RICHARDS.

The Right Honourable
The Earl of Carnarvon.

DESPATCHES.

Copy of a Report of a Committee of the Honourable the Privy Council approved by the Deputy of His Excellency the Governor-General in Council, on the 19th September, 1876.

The Committee of Council have had under consideration the despatch, No. 211, of the 29th July last, from the Right Honourable the Earl of Carnarvon, in further reference to the steam fog whistle at Cape Race, and transmitting copy of another letter from the Board of Trade requesting that the formal assent of the Government of Canada may be obtained to an increase in the toll leviable in respect to the lighthouse and fog signal from 1s. 2d. to 1s. 8d per ton.

The Honourable the Minister of Marine and Fisheries, to whom the despatch with enclosure has been referred, reports that it appears from the letter of the Board of Trade appended to Lord Carnarvon's despatch of the 22nd April last, that the cost of the erection of Cape Race fog whistle amounted to $14,575.26, or £3,036 10s. 3d.; and that of this amount $7,840, or £1,633 6s. 8d. has been paid out of the dues received, leaving a balance $6,735.26 or £1,403 3s. 7d. still due on the cost of construction; that in addition to this there is a balance due to the Imperial Exchequer of £1,358 18s. 7d. on account of advances for the construction of Cape Race light house, thus making the total balance due for the construction of the light house and fog whistle £2,762 2s. 2d.

That it further appears from another despatch received from Lord Carnarvon, 201, of 25th July last, with enclosures from the Governor of Newfoundland and letters from the Board of Trade, that sanction has been given for an additional boiler that was urgently required for the fog whistle, and for the making of a bridle road by which to approach the station on the land side, the cost of the boiler to be $2,600 and of the road £300.

That as it further appears from Lord Carnarvon's despatch of the 22nd April last, that to meet this debt a revenue from £1,800 to £2,000 per annum is derived from the tolls, which amount must be reduced by about £400, for maintaining the light house, and £1,200 per annum for maintaining the fog whistle. He (the minister) recommends that

DESPATCHES.

the formal assent of the Government of Canada be given to the increase of the toll from one-twelfth of a penny to one-eight of a penny per ton on vessels passing Cape Race.

The Committee concur in the foregoing recommendation and submit the same for your Excellency's approval.

Certified,—

(Signed,) A. W. HEMSWORTH,
Clerk Privy Council, Canada.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 83.

DOWNING STREET,
3rd November, 1876.

SIR,—

With reference to my despatch of the 13th October, No. 78, I have the honor to transmit to you a copy of a letter from the Board of Trade accompanied by thirty copies of an order in Council, dated the 23rd October, 1876, sanctioning subject to the consent of any colony thereby affected, the increase on and after the 1st of December next of the dues now leviable, in respect to the lighthouse and steam fog whistle at Cape Race from one-twelfth of a penny to one-eighth of a penny per ton.

Copies of the previous order in Council of the 30th of September, 1873, were forwarded to you in my predecessor's despatch, No. 59, of the 13th October, 1873.

I have, &c.,

(Signed,) CARNARVON.

DESPATCHES.

Board of Trade to Colonial Office.

[COPY.]

H. 7562.

BOARD OF TRADE,
HARBOR DEPARTMENT,
WHITEHALL GARDENS, S.W.
2nd November, 1876,

SIR,—

Referring to previous correspondence on the subject of the levying of an increased toll on vessels passing Cape Race, I am directed by the Board of Trade to transmit forty-five copies of an order in Council, dated the 23rd ultimo, sanctioning, subject to the consent of any Colony thereby affected, the increase on and after the 1st December next of the dues now leviable in respect of the light house and steam fog whistle at Cape Race, from one-twelfth of a penny to one-eight of a penny, and I am to request that you will move the Earl of Carnarvon to be so good as to cause thirty of these copies to be forwarded to the Governor of Newfoundland and twelve to the Governor-general of the Dominion of Canada.

I have, &c.,

(Signed,)

C. CECIL TREVOR.

The
Under Secretary of State,
Colonial Office.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 50.

DOWNING STREET,
24th July, 1876.

SIR,—

I referred to the Board of Trade your despatch, No. 83, of the 24th June last, relating to the Cape Race fog whistle, and I have the honor to transmit to you for your information and guidance a copy of a letter received from that department in reply.

The telegram which was forwarded to you on the 19th instant was founded on this letter.

I have, &c.,

(Signed.) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Board of Trade to Colonial Office.

[COPY.]
H 5358.

BOARD OF TRADE,
HARBOR DEPARTMENT,
17th July, 1876.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 10th instant, including copy of a despatch and its enclosures from the Governor-General of Canada respecting the means recommended for reducing the present heavy cost of maintenance of the Cape Race fog whistle, and also of your further communication of the 11th instant, transmitting copy of a despatch and other papers on the same subject from the Governor of Newfoundland.

From the latter of these despatches, it appears that the maintenance of this important signal is at present jeopardized for want of an additional boiler, and of a bridle road to approach the station by on the land side, and the Board of Trade entirely concur with Sir John Glover that the expenditure for these is imperatively necessary under the circumstances.

I am accordingly to intimate the sanction of this department to the expense in question, (viz., for the bridle road three hundred pounds, for the new boiler two thousand six hundred dollars) and to suggest for the consideration of the Earl of Carnarvon that in the gravity of the case, as indicated in the seventh paragraph of the Governor's despatch, such sanction should be notified without delay by telegraph.

I have, &c.,

(Signed,) C. CECIL TREVOR.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

Despatch and Enclosure relative to application of Mr. Nicholas Stubber for land concession.

[COPY.]

NEWFOUNDLAND.

No. 86.

DOWNING STREET,
21st November, 1876.

SIR,—

With reference to my despatch, No. 24, of the 23rd March, enclosing an application from Mr. Nicholas Stubber for a concession of land for the construction of a Railway in Newfoundland, I have the honor to transmit to you a further communication which I have received from Mr. Stubber on this subject together with a copy of the answer which has been returned to him.

I have, &c.,

(Signed,) CARNARVON.

Governor
SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

Mr. Stubber to the Earl of Carnarvon.

18 Viola Street,
Stanley Road,
Bootle, near Liverpool,
9th November, 1876.

My Lord,—

On the 17th March last, I addressed a letter to your Lordship stating I had laid down an "Overland Route" to America, and asking your Lordship for a concession of land in Newfoundland.

Your Lordship was pleased to direct me to write to the local Government, which I did on the 28th March last, as well as your Lordship's forwarding my letter to St. John's. I have not received an official reply, but private gentlemen there wrote to me stating the concession was granted. May I ask your Lordship if you have had any communication on the subject.

I have, &c.,

(Signed,) NICHOLAS STUBBER.

DESPATCHES.

The Colonial Office to Mr. Stubber.

[COPY.]

DOWNING STREET,
21st November, 1876.

SIR,—

In reply to your letter of the 9th instant respecting a concession of land for the construction of a Railway in Newfoundland, I am directed by the Earl of Carnarvon to acquaint you that no information upon this subject has been received from the Governor of Newfoundland since the receipt of your communication dated 17th March.

I am, &c.,

(Signed,) J. BRAMSTON.

NICHOLAS STUBBER, Esq.

DESPATCHES.

Despatches and Enclosures relating to proposed Admission of Newfoundland into the Postal Union, and Reduction of Postage.

[COPY.]

NEWFOUNDLAND.

No. 29.

DOWNING STREET,
13th April, 1876.

SIR,—

I communicated to the Postmaster General your telegram of the 1st April in which you stated that the Government of Newfoundland wished the Colony to enter into the General Postal Union established by the Treaty of Berne at the same time as Canada, and I requested that the necessary steps might be at once taken for the admission of the two Colonies to the Union.

I enclose for the information of your Government, a copy of the reply from the General Post Office, from which you will perceive that a letter has been addressed to the Director General of the Swiss Post Office, in order that effect may be given to the wishes of the Governments of Canada and Newfoundland, bnt that, as was pointed out in a letter from the General Post Office to the Lords Commissioners of the Treasury, dated the 9th of November, 1875, a copy of which accompanied my despatch of the 27th of that month, it will be necessary that your Government should come to an understanding with the Government of the United States, as a preliminary to entering the Union.

I have, &c.,

(Signed,) ROBERT G. W. HERBERT.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

The General Post Office to the Colonial Office.

[COPY.]

No. 199 B.

GENERAL POST OFFICE,
LONDON,
7th April, 1876.

SIR,—

I am directed by the Postmaster General to acknowledge the receipt of you letter of the 3rd instant on the subject of the entry of Canada and Newfoundland into the General Postal Union; and in reply to acqnaint you, for the information of the Earl of Carnarvon, that, in accordance with his Lordships wishes, a letter has been addressed to the Director General of the Swiss Post Office requesting that the desire which had been expressed by the Governments of the Dominion and of Newfoundland to enter the Union may be notified, in the usual manner, to all the administrations concerned.

With regard to Newfoundland the Postmaster General desires me to remark that, in writing to the Treasury on the 9th November last, he pointed out that it would be necessary for the Government of that Colony to come to an understanding with the United States as a preliminary to entering the Union. This condition has probably not been lost sight of; but as no mention is made of it in the telegram from Newfoundland, copy of which accompanied your letter, his Lordship thinks it as well to advert to the point.

I have, &c.,

(Signed,)

JOHN TILLEY.

R. G. W. HUBERT, Esq.,
&c., &c., &c.
Colonial Office.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 33.

DOWNING STREET,
2nd May, 1876.

SIR,—

With reference to previous correspondence respecting the admission of Canada and Newfoundland into the General Postal Union, I have the honour to transmit to you for your information a copy of a letter on the subject which has this day been received from the General Post Office.

I have, &c.,

(Signed,) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The General Post Office to the Colonial Office.

[COPY.]

No. 245. B.

IMMEDIATE.

GENERAL POST OFFICE
LONDON,
2nd May, 1876

SIR,—

With reference to my letter of the 7th ultimo, on the subject of the entry of Canada and Newfoundland into the General Postal Union, I am directed by the Postmaster-General to request that you will state to the Earl of Carnarvon that the Swiss Post Office has informed this department that, up to the present time, the replies received from the offices of the Union have all been favourable to such entry with one exception, viz., that of the French Post Office, which objects to the admission of Canada and Newfoundland into the Union on the terms suggested mainly on the ground that they are more favourable than those recently granted on the admission of the French colonies.

Lord John Manners being unable to admit that there is any analogy between the case of Canada and Newfoundland and the case of the French Colonies generally, has felt it to be his duty to protest at once against the attitude assumed by the French Post Office, and he will do all in his power to prevent delay in bringing the two British Colonies in question into the Union.

His Lordship had hoped that the necessary formalities would have been completed, so that the measure might have taken effect on the 1st July next, but it is to be expected that in consequence of the difficulty which has arisen this hope may not be realized.

DESPATCHES.

Under these circumstances I am to request that you will move the Earl of Carnarvon to address a communication to the Governor of Newfoundland explaining how the matter stands.

The Canadian Post Office has already been informed by this department.

I am, &c.,

(Signed,) W. WM. JAS. PAGE.

R. G. W. HERBERT,
&c., &c., &c.,
Colonial Office,

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 51.

DOWNING STREET,
25th July, 1876.

SIR,—

With reference to my despatch No. 8, of the 17th of January last, I have the honor to transmit to you for your information, a copy of a correspondence which has passed between Mr. Carter and this office and the Post Office, respecting the reduction on postage on letters between the United Kingdom and Newfoundland.

I have, &c.,

(Signed,) CARNARVON.

Governor
SIR J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

DESPATCHES.

[Mr. Carter to the Earl of Carnarvon.

[COPY.]

LONDON,
22 Jermyn Street,
5th July, 1876.

MY LORD,—

I have the honor to bring under the notice of your Lordship the great inconvenience experienced in the Colony of Newfoundland from the collection of Postage between the United Kingdom and the Colony.

Heretofore the rate has been six cents the half-ounce, but the Colonial Government, believing that the reducton of five cents contemplated under the Berne Treaty, would have immediate operation as with correspondence between the Dominon of Canada, assented some time since to the proposed reduction.

Correspondents are under the impression that five cents is the present rate of postage, which being insufficient, subjects the receiver in the Colony to seven cents additional, making in all twelve cents.

The Postmaster of the Colony called to-day at the Post office here, representing the confusion and trouble occasioned from the circumstances referred to, but it appears that the Berne arrangement has not been perfected.

The desire of the Colonial Government is that, the five cent rate may be established, so as to ensure uniformity and prevent the continuance of the present serious inconvenience.

I believe the Post Office authorities would not be unwilling to recommend this change, and I shall be obliged if your Lordship will be pleased to take steps that may now effectuate the object in view.

I have, &c.,

(Signed,) F. B. T. CARTER.

The Right Honourable
The Earl of Carnarvon.
&c., &c., &c.

DESPATCHES.

The Colonial Office to Mr. Carter.

[COPY.]

DOWNING STREET,
18th July, 1876.

SIR,—

I am directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 5th July relative to the rate of postage on letters for Newfoundland, and I am to state that a copy of it has been forwarded to the Post Office with the expression of Lord Carnarvon's hope that the Postmaster General will be able to reduce the rate of postage to five cents, without waiting for the admission of the colony into the Union.

I have, &c.,

(Signed,) ROBERT G. W. HERBERT.

The Honourable F. CARTER.

DESPATCHES.

The Colonial Office to the Post Office.

[COPY.]

DOWNING STREET,
15th July, 1876.

SIR,—

I am directed by the Earl of Carnarvon to transmit to you the accompanying copy of a letter from the Premier of Newfoundland representing that serious inconvenience has arisen from the impression that the rate of postage on letters for that Colony has been reduced to five cents. This impression appears to be due to the belief that the admission of the Colony into the Postal Union has been accomplished, whereas it appears to be delayed in consequence of a difficulty made by the French Government.

Lord Carnarvon trusts that the Postmaster General will be able to meet the wishes of the Colonial Government that the rate of postage shall be at once reduced to five cents without waiting for the admission of the Colony into the Union.

I am, &c.,

(Signed,) R. G. W. HERBERT,

The Secretary
Post Office,

DESPATCHES.

Mr. Carter to the Colonial Office.

[COPY.]

22 JERMYN STREET,
19th July, 1876.

SIR,—

I have the honor to acknowledge your letter of the 18th instant, respecting the rate of postage with the Colony of Newfoundland, and thank the Earl of Carnarvon for the ready attention he has been pleased to give to this matter.

I have, &c.,

(Signed) F. B. T. CARTER.

R. G. W. HERBERT,
&c., &c., &c.,
Colonial Office.

DESPATCHES.

The General Post Office to the Colonial Office.

[COPY.]

381 B.

IMMEDIATE.

GENERAL POST OFFICE
LONDON,
25th July, 1876.

SIR,—

Having laid before the Postmaster-General your letter of the 15th instant with the letter from the Premier of Newfoundland which accompanied it strongly urging the expediency of reducing the postage on letters between the United Kingdom and Newfoundland to 5 cents, or 2½d. per ½oz., without waiting for the admission of the Colony into the Postal Union, I am directed by His Lordship to request that you will state to Earl of Carnarvon that, entirely concurring in the proposal he lost no time in communicating with the Lords of the Treasury, and that they have been pleased to give their sanction to it, it being understood that such reduction is to be made from the sea postage, as intimated in a letter addressed to this department by the Postmaster General of Newfoundland.

It is intended to carry out the measure on this side on the 1st proximo, and the Postmaster-General requests that Lord Carnarvon will be good enough to inform the Governor of Newfoundland.

I am, &c.,

(Signed,)

JOHN TILLEY.

R. G. W. HERBERT, Esq.,
&c., &c., &c.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

GENERAL.

DOWNING STREET,
25th October, 1876.

SIR,—

With reference to my despatch No. 33, of the 2nd of May, I have the honor to transmit to you the accompanying copy of a letter from the Post Office, together with extract from a further letter from that Department, reporting and explaining the continued objection of the French Government to the admission of Canada and Newfoundland into the International Postal Union on the proposed terms, and stating the intention of the Postmaster General to propose at the next Postal Congress the amendment of Article XVII of the Treaty, by which any one member of the Union is at present enabled to prevent the admission of any proposed new member.

I have, &c.,

(Signed,) CARNARVON.

DESPATCHES.

The General Post Office to the Colonial Office.

[COPY.]

No. 478 B.

GENERAL POST OFFICE,
LONDON,
16th Sept, 1876.

SIR,—

With reference to my letter of the 2nd May last, on the subject of the opposition raised by the French Post Office to the admission of Canada and Newfoundland into the General Postal Union, I am directed by the Postmaster General to request that you will state to the Earl of Carnarvon that every possible endeavor has been made on the part of this department to induce the French Post Office to give way but without success.

There can be no doubt that, under the provisions of the 6th Clause, of Article XVII of the Postal Union Treaty, any country of the Union possesses the right to object to the entry of any new comer, and, as the French Post Office resolutely insists on availing itself of this right in this present instance, there is no alternative but to accept its decision.

Lord John Manners greatly regrets that Canada and Newfoundland are consequently excluded from the Postal Union for a time; but it is his Lordship's intention, if the opposition to their entry be not withdrawn previous to the meeting of the next Postal Congress at Paris in 1878, to cause a proposal to be submitted to the Congress for the amendment of Article 17 of the Berne Treaty in such a manner as will admit of the reception of a new member into the Postal Union by a majority of votes after the preliminary acquiescence of the members having postal relations with the applicants for admission has been secured.

DESPATCHES.

I am to request that the Earl of Carnarvon will be good enough to cause the Governor General of the Dominion and the Governor of Newfoundland, to be informed of the result which has attended their applications.

I have, &c.,

(Signed,) A. BLACKWOOD,

R. G. W. HERBERT,
Colonial Office,

DESPATCHES.

[COPY.]

Extract of a letter from the General Post Office to the Colonial Office, dated 4th October, 1876.

"I am accordingly desired by his Lordship to explain that at the Conference which took place at Berne in January last, proposals on the part of France were made that the French Colonies generally should enter the Union on the same terms as Continental States, and that British India should also come in under similar conditions.

"That proposal, if adopted, would have required the reduction to twopence half-penny per half ounce of the combined inland and sea postage levied in this country on all letters addressed to any of the French Colonies or to British India, as well as the reduction to six francs fifty centimes per kilogramme, or about twopence per ounce of the British sea postage chargeable on all letters conveyed by British mail packets to or from French Colonies in British India on behalf of other States of the Union.

"The sacrifice of revenue which such reductions would have involved was greater than this country was prepared to make, and in lieu of the French proposals, it was decided by the delegates attending the Conference that an additional sea rate should be collected over and above the Union rate on the correspondence in question, making the total postage rate on such correspondence sixpence instead of twopence halfpenny per half ounce, and that the sea transmit postage payable by Union States to the country defraying the cost of the mail packets by which their letters are conveyed to French Colonies or British India, should be at the rate of twenty-five francs per kilogramme, instead of six francs fifty centimes per kilogramme, the ordinary Union sea rate.

"It was with great reluctance that France agreed to this, and when the proposal subsequently came for the admission of Canada into the Union, at the Union rates of postage and at the lower sea transit which France had wished to see adopted in regard to letters to and

DESPATCHES.

from French Colonies, she resolutely determined to veto such admission and not to allow two British Colonies to come in on more favourable terms than the French Colonies generally.

"The circumstance that the postage on letters to and from Canada and Newfoundland is already only twopence-halfpenny per half ounce, and that it would be out of the question to increase it, has had no influence whatever on the determination of the French Government, and it seems quite hopeless further to contest the point. France will, it is believed, offer no opposition to the West Indian or other British Colonies entering the Union at a sixpenny rate of postage and with a sea transmit rate of twenty-five francs per kilogramme, but she will not agree to any British Colony or foreign country coming in on lower terms than those agreed upon in case of French Colonies."

DESPATCHES.

[COPY.]

NEWFOUNDLAND,

No. 82.

DOWNING STREET,
31st October, 1876.

SIR,—

With reference to previous correspondence relating to the entry of Canada and Newfoundland into the Postal Union under the Treaty of Berne, I have the honor to transmit to you, for the information of your Government, a copy of a letter from the Board of Treasury with its enclosures, respecting the reduction of the postage charges on newspapers, &c., conveyed between this country and Canada and Newfoundland.

I am, &c.,

(Signed,) R. G. W. HERBERT,
For the Earl of Carnarvon.

The Officer Administering
the Government of Newfoundland.

DESPATCHES.

The Treasury to the Colonial Office.

[COPY.]

No. 16864/76.

TREASURY CHAMBERS,
28th October, 1876.

SIR,—

I am directed by the Lords Commissioners of Her Majesty's Treasury, to transmit to you herewith, for the information of the Earl of Carnarvon, copies of a letter from the Postmaster General, dated the 23rd instant and of its enclosure, together with copy of their Lordship's reply of this day's date relating to the postage charges on newspapers, &c., conveyed between this country and the colonies of Canada and Newfoundland.

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
23rd October, 1876.

MY LORDS,—

Referring to the correspondence which took place at the latter end of last year, relative to the desire of the Governments of Canada and Newfoundland that these Colonies should enter the Postal Union, I have the honor to inform your Lordships that as soon as all the preliminary arrangements prescribed by the Postal Union Treaty had been made, I requested the Swiss Post Office to propose to the Postal Administrations of the several States of the Union that Canada and Newfoundland should be admitted as members.

The French Post Office, however, persistently opposed their admission, principally because the terms upon which those colonies would come in would be more favorable than the terms granted in January last to the French Colonies generally, and as the Treaty gives to each Union State an absolute veto in such cases, there was no alternative but to acquiesce in the decision.

The Postmaster-General of Canada was of course informed of the obstacle that had arisen, and, in a letter of which I enclose a copy, he has suggested that although Canada cannot be placed in the position which she desires as regards correspondence exchanged with Union States generally, it will be only reasonable to give to the correspondence which she exchanges with the Mother Country all the advantages which have already been afforded (by the Union Treaty) to the correspondence between the United States and the United Kingdom. I think this is a very proper suggestion and I recommend it for your Lordships' favourable consideration.

The rate of postage on letters from the United Kingdom to Canada and to the United States has already been made uniform, and it only

DESPATCHES.

remains to make the charges on newspapers, book packets and patterns agree.

At present the charge on a newspaper to Canada sent *via* New York is twopence.

On a newspaper for the United States the charge is only one penny, on book packets and patterns sent to Canada the charge is—

	Not exceeding 1oz.	1 to 2oz.	Every additional 2 to 4oz.	4oz.
By Canadian Packets.....	1d.	2d.	3d.	3d.
Via New York.....	1d.	2d.	4d.	4d.

While on book packets and patterns sent to the United States the charge is—

Not exceeding 2oz.	2oz. to 4oz.	Every additional 2oz.
1d.	2d.	1d.

I submit that your Lordships should authorise me to have a warrant prepared making the charges uniform and sanctioning post cards bearing an impressed stamp of one penny farthing, being sent to Canada as to the United States, and I further recommend that, although no similar request has been made by the Government of Newfeundland, the two Colonies may be put upon the same footing.

I have, &c.,

(Signed,) JOHN MANNERS.

The Lords Commissioners
Of Her Majesty's Treasury.

DESPATCHES.

Mr. Griffin to the General Post Office.

[COPY.]

No. 2/37.

POST OFFICE DEPARTMENT,
CANADA, OTTAWA,
2nd October, 1876.

SIR,—

I beg to acknowledge the receipt of your letter of the 21st ultimo, informing me that the French Post Office continues to oppose the admission of Canada to the Postal Union, and intimating that, as under the Treaty of Berne the French Post Office or any other member of the Union would seem to have a right to take this course if it sees fit, his Lordship, the Postmaster General has given notice of his intention, should this opposition not be withdrawn prior to the meeting of the next Postal Congress at Paris in 1878, to cause a proposition to be submitted to the Congress for such an amendment of Article XVII of the Berne Treaty as will admit of the reception of a new member into the Union by a majority of votes after the preliminary acquiescence of the members having postal relation with the applicant for admission has been secured. Under this aspeet of the case, I am to submit for the consideration of his Lordship, the Postmaster General, that it would seem to be but reasonable that pending the final result of this controversy with the French Post Office, the people of Canada should have by agreement the same advantages in respect to the charges on their correspondence with the United Kingdom, that people of the United States are in the enjoyment of by Treaty; and particularly that post cards and book post matter may be authorized to pass between the United Kingdom and Canada on as favorable conditions as between the United Kingdom and the United States.

I am, &c.,

(Signed,) W. H. GRIFFIN.

JOHN TILLEY, Esq., C.B.,
&c., &c., &c.
General Post Office, London.

DESPATCHES.

The Treasury to the Postmaster-General.

[COPY.]

16864/76.

TREASURY CHAMBERS,
28th October, 1876.

MY LORD,—

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 23rd instant recommending with reference to the proposed admission of Canada and Newfoundland into the General Postal Union, which however cannot at present be effected owing to the opposition of the French Post Office, that the postage on the correspondence between those Colonies and this country having been already assimilated to that between this country and the United States, the postage on Newspapers, book packets and patterns should likewise be made uniform with the postage on similar articles between this country and the United States.

I am commanded to inform you that under the circumstances represented, my Lords are pleased to authorise you to have a warrant prepared making the postage charge on newspapers, book packets and patterns between this country and Canada and between this country and Newfoundland uniform with those between this country and the United States, and likewise sanctioning postage cards bearing an impressed stamp of one penny farthing being sent to Canada and Newfoundland.

I am, &c.,

(Signed,)

WILLIAM LAW.

The
POSTMASTER-GENERAL.

DESPATCHES.

Despatches and Enclosures relative to Expulsion of British Fishermen from Hilliard's Harbor.

[COPY.]

NEWFOUNDLAND.

No. 69.

DOWNING STREET,
20th Sept., 1876.

SIR,—

With reference to your Telegraphic Despatch, which I received on the 31st of July, respecting the alleged expulsion of British Fishermen from Hilliard's Harbor, in Newfoundland, I have the honor to transmit to you a copy of a letter with its enclosures, from the Foreign Office upon the subject.

I have, &c.,

(Signed,) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Foreign Office to the Colonial Office.

[COPY.]

FOREIGN OFFICE,
September 7th, 1876.

SIR,—

With reference to Sir J. Pauncefote's letter of the 15th ultimo, I am directed by the Earl of Derby to transmit to you, to be laid before the Earl of Carnarvon, a copy of a Despatch from Lord Lyons, enclosing copy of the reply which his Lordship has received from the Duc Decazes, to the representation which he had made to the Duc relative to the alleged expulsion of British Fishermen from Hilliard's Harbor, in Newfoundland.

I am, &c.,

(Signed,) T. V. LISTER.

The
Under Secretary of State,
Colonial Office.

DESPATCHES.

[COPY.]

PARIS,
August 21st, 1876.

MY LORD,—

Your Excellency has done me the honor to write to me under date 12th instant, drawing my attention to the strong measures complained of by the English fishermen at Hilliard's Harbor, Newfoundland, who were rejected from that place by French cruisers.

I hastened to inform my colleague, Admiral Fourichau, who had been already advised of the reports spread at St. John's shortly before the departure of the last European mail.

But later information has shewn matters under a very different aspect, and the result of reports furnished to the Minister of Marine, that it is on the contrary the captain of an English man-of-war who, on the remonstrance of one of our officers, thought it his duty to interfere himself to suppress an abuse to which he had been witness.

The Newfoundland newspapers, furthermore, published two speeches delivered, one by the President of the Chamber of Commerce, the other by the British Admiral (extract of which I &c., &c., to enclose) compared together, the two admit of no doubt as to the real facts of the occurrence in question, nor of the cordial relations existing between the French and English officers.

I have, therefore, every hope that the present season will pass without any complications calculated to embarrass the Commission of Paris.

For the rest, as your excellency knows, the strictest instructions have been given to Captain Galiber, at the commencement of his command, and the Minister of Marine has recently forwarded his further instructions, ordering him to abide by that line of conduct from which he has not swerved since his arrival in Newfoundland.

DESPATCHES.

I am, on the other hand, confident that Admiral Sir C. Key, will continue in the friendly attitude he has hitherto assumed, according to which our Naval Commanders have been enabled to exercise their duties of protection with the moderation prescribed to them. We attach the greatest value to the good feeling between our marine forces in the places where our fishery rights are in exercise, inasmuch as it should have effect in preventing complications which might make the understanding which we have at heart more difficult to realize, and upon the identity of views of those essential conditions which it has not yet been possible to establish between the Commissioners of the two countries.

(Signed,) DECAZES.

To Lord Lyons.

DESPATCHES.

Despatch confirming certain Acts of the Legislature.

[COPY.]

NEWFOUNDLAND.

No. 92.

DOWNING STREET,
28th December, 1876.

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 of the 24th August last, viz :—

No. 1.—An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies.

No. 2.—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.

No. 3.—An Act to Amend and Consolidate the Acts for the Encouragement of Education.

No. 4.—An Act to provide for the Inspection of Fish Oils in this Colony.

No. 5.—An Act for the Encouragement of the Bank Fishery.

No. 6.—An Act to amend the Law relating to the Coast Fisheries.

DESPATCHES.

No. 7.—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.

No. 9.—An Act for the Amendment of Acts in relation to the General Water Company.

No. 10.—An Act to amend the Law relating to Trespass by Cattle.

No. 11.—An Act to amend the Law relating to the property of Married Women.

No. 12.—An Act to amend the Criminal Law.

No. 13.—An Act to provide for a pension to John C. Nuttall, late Sub-Collector at Brigus.

No. 14.—An Act to authorize the raising by loan of a sum of money for the Public Service of the Colony.

No. 15.—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.

No. 16.—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 ended the thirty-first day of December, one thousand eight hundred and seventy-six, and for other purposes.

No. 17.—An Act to provide for the Contingent Expenses of the Legislature.

Whilst advising you of the allowance of the above-mentioned Acts, I desire to point out to you certain defects in Caps. 3, 7 and 12.

By Section 36 of Cap. 3, School Teachers are empowered in certain circumstances to issue distress warrants for school fees. The principal is objectionable which allows a man's property to be sold under distress

DESPATCHES.

for such a cause, without judicial intervention or proof of the debt, and I request that you will submit for the consideration of your Government whether the circumstances of the Colony require the continuance of so unusual a power in the hands of a school teacher. The fees, if due, might be recovered almost as rapidly by summoning the debtor before a Magistrate, making the certificate of a Chairman of a Board of Education *prima facia* evidence of the debt, to be followed by a distress Warrant from the Court unless the claim is disproved. Such a system is enforced in some Crown Colonies for the recovery of small debts due to the Crown for rates, &c., and is found to work satisfactorily.

I notice an apparent omission in Cap. 7 which relates to the recovery of their wages or share of seals by persons engaged in the seal fishery. This Act gives to the Courts of Session and to the District Courts jurisdiction over certain cases and make the judgment of the Courts of Session final; but by an evident omission has not given the same finality to decisions of the District Court.

By the Act No. 12 (sec. 16) the Supreme Court is empowered to adjudge flogging in certain cases; but although the number of strokes is very properly to be declared in the sentence, the section omits to provide that the instrument with which they are to be inflicted shall be specified in the sentence, as is required in England by the 24th and 25th Vic., cap. 100, sec. 70, a provision which has been generally adopted in other colonies in which corporal punishment is permitted by law.

As regards Cap. VIII relating to Certificates to Masters and Mates, I beg to refer you to my despatch, No. 34, of the 8th May last communicating to you a letter from the Board of Trade shewing that certain amendments are required in this Act.

I have, &c.,

(Signed,) CARNARVON

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

Despatch forwarding Medals of Humane Society for Pouch Cove Men.

[COPY.]

NEWFOUNDLAND.

No. 84.

DOWNING STREET,
14th November, 1876.

SIR,—

I caused to be forwarded to the Royal Humane Society a copy of Sir Stephen Hill's despatch, No. 46, of the 13th of April, bringing under notice the successful exertions of Alfred Moores and others in saving the lives of seven of the crew of the *Waterwitch* on the 29th of November last, and I have much pleasure in transmitting to you the accompanying medals named in the margin, which have been awarded by the Committee of the Society in acknowledgment of the acts of gallantry performed on the occasion.

I request that you will cause these medals to be presented in as public a manner as possible.

I have, &c.,

(Signed,) R. G. W. HERBERT,
For the Earl of Carnarvon.

Governor
SIR J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

DESPATCHES.

Despatch conveying Commission to Sir H. W. Hoyles, as Administrator of the Government.

[COPY.]

NEWFOUNDLAND.

GENERAL.

DOWNING STREET,
1st May, 1876.

SIR,—

I have the honor to transmit to you a Commission under the Royal Sign Manual and Signet appointing Sir Hugh William Hoyles, Knight, to administer the Government of Newfoundland in the event of the death, incapacity or absence of the Governor and Lieutenant-Governor.

I have to request that you will return to this department the Commission dated 3rd June, 1871, appointing Sir H. W. Hoyles Administrator of the Government, in order that it may be cancelled in the usual manner.

I have, &c.,

(Signed,) CARNARVON.

Governor
SIR JOHN GLOVER, G.C.M.G.,
&c., &c., &c.

DESPATCHES.

Despatch and Enclosures relative to withdrawal of Imperial Subsidy from Allan's Steam Line.

[COPY.]

NEWFOUNDLAND.

No. 65.

DOWNING STREET,
9th September, 1876.

SIR,—

With reference to Sir Stephen Hill's despatch, No. 23, of the 15th April, 1873, I have the honor to transmit to you a copy of a letter from the Board of Treasury respecting the continuance of the Imperial contribution towards the maintenance of the mail packet service between Queenstown and Halifax, Nova Scotia.

I have to request that you will inform me of your views as to future mail arrangements in case the withdrawal of the Imperial subsidy to this line should result in the abandonment by Messrs. Allan & Co. of the Queenstown and Halifax packets.

I have, &c.,

(Signed,) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Treasury to the Colonial Office.

[COPY.]

No. 12565/76.

TREASURY CHAMBERS,
4th August, 1876.

SIR,—

I am directed by the Lords Commsssioners of Her Majesty's Treasury to transmit to you herewith copies of a letter from the Postmaster General, dated the 28th ultimo, and of its enclosure on the subject of the continuance of the Imperial contribution towards the maintenance of the Mail Packet Service between Queenstown and Halifax, N.S., and I am to request that in laying the same before the Earl of Carnarvon, you will move his Lordship to favor my Lords with his opinion as to the arrangements which should be made for the Newfoundland and Bermuda Mail Services on the discontinuance of the present Packet Service between Queenstown and Halifax.

I am, &c.,

(Signed), R. R. W. LENGAI.

R. G. W. HERBERT, ESQ.,
Colonial Office.

DESPATCHES.

[COPY.]

GENERAL POST OFFICE,
28th July, 1876.

MY LORDS,—

By your letter of the 19th February, 1872, No. 2705, you were pleased to instruct this Office to intimate to the Postmaster-General of Canada that after the 1st of July of that year no contribution would be made from Imperial funds towards the contract between the Canadian Post Office and Sir Hugh Allan, of Montreal, for the conveyance of mails between Queenstown and Halifax, N.S. But upon a representation addressed to you by my predecessor on the 7th March, 1872, you sanctioned a continuance of the Imperial contribution (£8,125 per annum) until the Railroad then in course of construction between Quebec and Halifax should be completed.

I have now the honor to transmit to your Lordships copy of a letter which I have received from the Canadian Post Office reporting the completion of the Intercolonial Railway, but expressing a hope that if it be still determined to withdraw the Imperial contributions towards the packet service, the change will not be abruptly made as circumstances have not permitted the Postmaster-General of Canada to make any certain provision for being relieved from the responsibility of the packet service simultaneously with the completion of the Railway.

Your Lordships will, no doubt, give due consideration to this circumstance in any decision you may come to on this subject.

It appears that in anticipation of the Halifax packets being withdrawn, arrangements have been made by the Canadian Government by which a connexion will be maintained between the Intercolonial Railway and the Canadian packets on the line between Liverpool and Quebec by means of a steam tender to be stationed at Rimouski, and if this experiment prove successful it will afford a weekly mail service with Halifax instead of the present fortnightly one.

DESPATCHES.

As the despatches of the Admiral on the North American Station are forwarded to Halifax, your Lordships will probably think it right to communicate with the Admiralty before giving any orders for disturbing the present mail arrangements, and you will also perhaps communicate with the Colonial Office as the arrangements for the Newfoundland and Bermuda mail services depend upon the Halifax packet.

I have, &c.,

(Signed,) JOHN MANNERS.

The Lords Commissioners
Of Her Majesty's Treasury.

DESPATCHES.

[COPY.]

No. 1909.

POST OFFICE DEPARTMENT,
CANADA, OTTAWA,
14th July, 1876.

SIR,—

With reference to previous correspondence on the subject of the intimation that the views of the imperial Government would lead to a withdrawal of the contribution made through your office towards the maintenance of the Mail Packet Service between Queenstown and Halifax, on the completion of the Intercolonial Railway, the Postmaster General thinks it incumbent upon him to acquaint you that trains have now commenced to run upon this Railway throughout its whole extent, and that it is hoped that a regular service for mails and general traffic will henceforth be kept up.

It has been presumed that in thus looking forward to the abandonment of the direct Packet communication between the United Kingdom and Halifax, the Imperial Government has been under the impression that the completion of the Railway would in some way create a substitute for the accommodation of the correspondence hitherto provided for by the steamship line in question, but if any expectation of this nature is to be realized, it will require some time to mature arrangements for it, and the Postmaster General trusts therefore, that the withdrawal of the Imperial contribution, if still determined on, will not take place abruptly.

The circumstances of the case have not permitted the Postmaster General to avail himself of the knowledge of the expressed intentions of the Imperial Government in this respect, as far as to make any certain provision for being relieved of the responsibility of this Halifax and Queenstown service simultaneously with the completion of the Railway.

I beg, however, in this connexion, to explain that Canada has, at very considerable expense, provided a branch from the main line of the

DESPATCHES.

Intercolonial to the shore to Rimouski, 180 miles below Quebec, and has stationed a steam tender there, constructed for the purpose and owned by the Government to be employed in landing and embarking the ocean mails there as the steamships pass that point on their way to and from Quebec and Liverpool and this arrangement, if successful, may be expected to afforded material convenience to the Maratime Provinces in their correspondence with the United Kingdom, but the St. Lawrence is some thirty miles wide at Rimouski and exposed to very stormy weather at certain seasons, so that it is to some extent problematical as to how far this novel experiment will fulfil those expectations.

I am, &c.,

(Signed,) W. H. GRIFFIN.

JOHN TILLEY, Esq., C.B.,
&c., &c., &c.,
General Post Office, London.

DESPATCHES.

Despatch and Enclosures relating to proposed withdrawal of Imperial Subsidy from Allan Line of Steamers.

[COPY.]

NEWFOUNDLAND.

No. 8.

DOWNING STREET,
29th January, 1876.

SIR,—

With reference to your Despatch, No. 112, of the 18th October last, in reply to mine of the 9th September, relating to the question of the mail service on the withdrawal of the Imperial contribution towards the Packet Service between Halifax and Queenstown, I have the honor to transmit to you, for your information and that of your Government, a copy of a letter from the Treasury and of one from the General Post Office, showing the decision arrived at in regard to the withdrawal of the subsidy, and relating to the future transmission of mails to Halifax.

I have the honor to be,

Sir,

Your most obedient humble servant,

(Signed,) CARNARVON.

Governor
Sir J. H. GLOVER, G. C. M. G.,
&c., &c., &c.

DESPATCHES.

The Treasury to the Colonial Office.

[COPY.]

No. 1964-3/76.

TREASURY CHAMBERS,
1st January, 1876.

SIR,—

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith for the information of the Earl of Carnarvon copies of a letter from the Postmaster General, dated the 11th ultimo, and of their Lordships' reply thereto of this day's date with reference to the correspondence which has taken place in regard to the Packet Service between Queenstown and Halifax.

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
11th December, 1876.

MY LORDS,—

I have the honour to return the papers transmitted to this office by your Lordships on the 14th of August and 6th of October last with reference to my report of the 28th of July last, in which I brought before you the question of withdrawing the Imperial contribution towards the Packet Service between Queenstown and Halifax.

The Admiralty having raised a question in their letter dated the 11th of August as to the opportunities which, in the event of the direct Halifax steamers being withdrawn, would be afforded to that Board of sending despatches to Halifax and Bermuda during the winter season when the navigation of the River St. Laurence is closed. I have been in communication with the Postmaster-General of Canada on this point, and I have just learnt by a telegram from him that the Canadian Packets sailing from Londonderry every Friday after the arrival of Thursday nights mail from London will in future land and embark the mails at Halifax instead of at Portland thus affording a regular weekly mail to Halifax.

I propose to take the opportunity to forward as far as Halifax by the weekly Canadian Packet mails for Bermuda and Newfoundland also.

The Postmaster General of Canada informs methat if the new arrangements for landing and embarking mails at Halifax work satisfactorily, the present packet service between Queenstown and Halifax, to the maintenance of which this country contributes £8,125 a year, being half the cost of the service, will be unnecessary in the winter.

I have, &c.,

(Signed,) JOHN MANNERS.

The Lords Commissioners
Of Her Majesty's Treasury.

DESPATCHES.

The Treasury to the Post Office.

[COPY.]

19643/76.

TREASURY CHAMBERS,
1st January, 1877.

MY LORD,—

With reference to your letters of the 28th July and 11th December last, relative to the Queenstown and Halifax Mail Service, I am directed by the Lords Commissioners of Her Majesty's Treasury to inform you that they are of opinion that now that the International Railway has been opened and provided, and provision has been made for the conveyance of the Mails to and from Halifax weekly throughout the year, the subsidy hitherto paid in aid of that service should cease in accordance with the intimation given to the Canadian Government in 1872. My Lords, however, would be sorry to cause inconvenience to the Canadian Government by too abrupt a withdrawal of the grant, and they are willing therefore that it should be continued up to the end of the present financial year, unless the service itself should be discontinued before that date.

In that case the subsidy would, of course, cease at the same time, and my Lords would have the satisfaction of being able to feel that the convenience of the Dominion had in no way been affected by the withdrawal of the Imperial grant.

I am to request that you will at once cause notice of the above decision to be given to the Postmaster General of London, and that you will have the estimate of Packet Services prepared in accordance with it.

I have, &c.,

(Signed,) WILLIAM LAW.

The Postmaster General.

DESPATCHES.

The General Post Office to the Colonial Office.

[COPY.]

No. 36 C.

GENERAL POST OFFICE,
LONDON,
19th January, 1877.

SIR,—

Referring to your letter of the 2nd November last, addressed to the Secretary of the Treasury, relative to the proposed withdrawal of the Imperial contribution hitherto paid to Canada in aid of the Packet Service maintained by the Canadian Government between Queenstown and Halifax, I am directed by the Postmaster General to state to you, for the information of the Earl of Carnarvon, that the Lords Commissioners of Her Majesty's Treasury have now decided to discontinue the payment in question after the end of the present financial year, viz., the 31st March next, and that notice to this effect having been given to the Postmaster General of Canada, it is likely that the packet will be withdrawn by that time.

As the mail service with Newfoundland is connected with the packet now maintained between Queenstown and Halifax, Lord Carnarvon will, no doubt, wish to communicate the decision of the Treasury to the Governor of Newfoundland.

The mail communication between this country and Halifax will be kept up by means of the weekly line of Canadian Mail Packets sailing from Londonderry. In the summer the mails will be landed at Rimouski and forwarded by means of the Intercolonial Railway to Halifax and in the winter they will be carried directed to Halifax.

I am, &c.,

(Signed,) JOHN TILLEY.

R. G. W. HERBERT, Esq.,
&c., &c., &c.,
Colonial Office.

DESPATCHES.

Despatch relative to the appointment of some legally constituted authority on the West and North-East coasts of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 5.

DOWNING STREET,
23rd January, 1877.

SIR,—

Her Majesty's Government have for some time past, had under their consideration the representations from the Executive Council and Legislative Assembly of Newfoundland, which were forwarded to me in your predecessor's despatches, noted in the margin, in which they urge the necessity for the appointment of some legally constituted authority on the west and north-east coasts of Newfoundland.

2.—An application to the same effect was, as you are aware, made in an address to the Queen from the Legislative Council and House of Assembly, dated 24th of April, 1872, but in consequence of objections having been made, on the part of the French Government to the effect that such an appointment would infringe the fishing rights granted to the French by Treaty as tending to the formation of fixed establishments, Her Majesty's Government refrained at that time from taking steps to give effect to the wishes of the Colonial Legislature.

3.—This postponement clearly within the competence of the British Crown, must not be considered to have implied any acquiescence in the validity of the objections taken by the French Government; on the contrary, Her Majesty's Government have no doubt whatever of the right of the Crown to make such appointments. This right is inherent in the sovereignty possessed by the Crown on the whole of

DESPATCHES.

Newfoundland and its dependencies, and having carefully considered the Treaties bearing upon the fishery rights of the French, Her Majesty's Government find nothing which deprives the Crown of this right, nor does it indeed appear to have been questioned by the French Government, when in 1848 a Magistrate was appointed in St. George's Bay on the west coast. The officer then appointed continued to act until 1853, when the Colonial Legislature abolished his office on the ground that the inhabitants of St. George's Bay contributed no duties to the Colonial Revenue.

4.—It is, moreover, a duty which Her Majesty's Government cannot allow to remain unperformed, to provide the necessary means of preserving peace and order among the Queen's subjects, and to prevent any collisions or lawless acts which might impair the good feeling between the people of both nations.

5.—Holding these views and having regard to the circumstances in which the inhabitants on the coast in question are now placed, through she long absence of any properly constituted legal authority among them, Her Majesty's Government consider that they would be neglecting a plain duty if they declined to authorise the appointment of such officers as may be required both for the preservation of order and for the collection of Revenue in this part of Newfoundland.

6.—I am not informed whether it is contemplated that the latter duty should be imposed upon a Magistrate or whether a separate appointment is desired. In the latter case I should not object to the Revenue Officer being appointed by the Local Government, subject to the confirmation of the Secretary of State; but it is obvious that the duties to be so discharged by the Magistrates will involve matters affecting the interpretation and observance of treaties for which Her Majesty's Government are primarily responsible, and I believe that your Government, looking to this circumstance, are prepared to leave their selection and appointment to the Secretary of State.

7.—On learning that they are ready to comply with this condition, both in regard to the officers who may now be appointed and to those subsequently required to fill any vacancy which may occur, I shall be prepared to proceed with the selection of duly qualified officers.

DESPATCHES.

8.—There are, however, two additional points on which I must first receive the further views of your Ministers, viz., the number of Magistrates required and the amount of salary to be attached to the appointments.

9.—On these points I would refer to some correspondence which took place in 1872, and especially to your predecessor's despatch of the 27th September in that year (Colonel Hill to Mr. Herbert, 8th August, 1872). It was then proposed that the appointments should be three in number, and that each Magistrate should receive at least £500 a year.

10.—I am not aware how far your present ministers share the opinion then expressed, but you will be so good as to consult them and inform me.

11.—In conclusion, I desire to express my appreciation of the good feeling which has been evinced by the Colonial Legislature in waiting with much patience the decision of Her Majesty's Government in this matter, and I trust that the decision which is now communicated to you will give general satisfaction, and will tend to the welfare and proper government of those who, in this portion of Her Majesty's dominions, have hitherto been without that security for person and property which is indispensable among all civilized communities in the world.

I have, &c.,

(Signed,) CARNARVON.

Governor

SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

Letter from Governor in reference to Merchants' Shipping Act.

No. 51.

GOVERNMENT HOUSE,
NEWFOUNDLAND,
April 23rd, 1877.

SIR,—

I am directed by His Excellency the Governor to inform you that a telegram has been received from H. M. Principal Secretary of State for the Colonies, as under:

"21st April—

Board of Trade will recommend issue of Order in Council, extending provisions of section 8 of Merchants' Shipping Act (Colonial) 1869 to Newfoundland, subject to certain alterations in form of Mates' certificate explained by despatch."

I have the honor to be,

Your obedient servant,

H. JACKSON,
Private Secretary.

The Hon.
The Colonial Secretary,
St. John's.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 30.

DOWNING STREET,
21st April, 1876.

SIR,—

I referred to the Board of Trade your despatch, No. 13, of the 25th January, with the proposed rules and regulations which accompanied it for carrying out the Act respecting certificates to Masters and Mates 38 Vic., Cap. 4.

I now enclose a copy of the reply which has been received from the Board of Trade from which it will be perceived that it is necessary that certain further conditions should be complied with before an Order in Council can be issued extending to the Colony certain provisions for the Merchant Shipping Act, 1869.

With reference to the concluding paragraph of this letter I have to inform you that I received your despatch of the 29th March, forwarding the transcript of an Act passed for the amendment of the Colonial Act above referred to and that I have duly communicated your despatch and enclosure for the consideration of the Board of Trade.

I have, &c.,

(Signed,) CARNARVON.

Governor
Sir STEPHEN HILL, K. C. M. G., C. B.,
&c., &c., &c.

DESPATCHES.

Despatches and Enclosures relating to the granting of Certificates to Masters and Mates.

The Board of Trade to Colonial Office.

[COPY.]

M. 2737.

BOARD OF TRADE,
WHITEHALL GARDENS,
6th April, 1876.

CERTIFICATES.

SIR,—

With reference to your letter of the 15th February last, transmitting copies of the Rules and Regulations proposed by the Governor of Newfoundland for carrying into effect Colony's Act, No. 4, of 1875, respecting Certificates to Masters and Mates, and requesting that the provisions of section 8 of the Merchants' Shipping (Colonial) Act, 1869, may be extended to that Colony.

I am directed by the Board of Trade to state, for the information of the Earl of Carnarvon, that before they can advise Her Majesty to issue an Order in Council for the purpose of extending the provisions of the Act referred to, it will be necessary for the Government of Newfoundland to make certain alterations and amendments in their regulations and to comply with a few further conditions.

The amendments required have been inserted in red ink in the accompanying copy of the Newfoundland Regulations.

DESPATCHES.

The conditions referred to are the following, viz:

1.—FORM OF CERTIFICATE.

That the certificates of competency which the Government of Newfoundland propose to issue, should resemble as nearly as possible the certificates issued by this Board of Trade, of which copies are enclosed for their guidance. On these certificates the name of the Colony should be printed in front and on the back, in the centre, at the top.

In addition to the usual extract from the Merchants' Shipping Act, which is printed on the back of each certificate, there should be printed a notice to the effect that it is liable to be cancelled or suspended by any court or tribunal which has power under the Imperial Act, 25 & 26, Vic., Cap. 63, Sec. 23, to cancel or suspend certificates.

2.—ISSUE OF CERTIFICATES.

Arrangements should also be made for having the Certificates numbered consecutively.

3.—INFORMATION TO BE SENT TO THE REGISTRAL GENERAL OF SEAMEN.

The Registrar General of Seamen, 6 Adelade Place, London Bridge, should be furnished at regular intervals with lists of Certificates issued, accompanied by duplicate copies of the application for examination by the Candidates (Farm Ex. 2) to whom Certificates have been granted, together with a statement of their services. He should also be supplied with lists of all Certificates suspended or cancelled by the Colonial Government through death, loss, destruction, legal proceedings, &c.

4.—EXAMINATIONS.

I am to forward copies of the Examination papers which are issued by this Board, to be used at the Examinations in the United Kingdom. The Examination papers used by the Examiners in Newfoundland should resemble these as closely as possible.

DESPATCHES.

I am also to enclose copies of a scheme drawn up by this Department for facilitating the carrying into effect of the provisions of Section 8, of the Merchant Shipping (Colonial) Act, 1869.

In conclusion, I am to request that copies of the Certificates and Examination papers which the Newfoundland Government proposed to issue, may be forwarded to this Board for their approval, and I am to add that no Order in Council can be issued until Section 10, of the Colonial Act has been amended in accordance with the terms of this Board's letter of the 5th November, addressed to Lord Carnarvon.

I am, &c.,

(Signed,)

THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

[COPY.]

NEWFOUNDLAND.

No. 34.

DOWNING STREET,
8th May, 1876.

SIR,—

With reference to Sir Stephen Hill's despatch, No. 42, of the 29th March, 1876, and to the concluding paragraph of mine of the 21st of April, No. 30, I have the honor to transmit to you the enclosed copy of a letter from the Board of Trade on the subject of the Act recently passed by the Legislature of Newfoundland in amendment of the Act 38 Vic., Cap. 4, respecting Certificates to Masters and Mates.

I request that you will communicate the observations of the Board of Trade to your Government for their consideration, and with a view to the amendment of the Act recently passed in the manner suggested.

I beg to call your attention to the enquiry made in the last paragraph of the Board of Trade letter in regard to the forms required by your Government.

I have, &c.,

(Signed,) CARNARVON.

Governor
SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

The Board of Trade to Colonial Office.

[COPY.]

M. 6166.

BOARD OF TRADE,
WHITEHALL GARDENS,
28th April, 1876.

COLONIAL CERTIFICATES.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 21st inst., transmitting a copy of a despatch from the Governor of Newfoundland forwarding a copy of an Act to amend the Act of 38 Vic., cap. 4, entitled, "An Act respecting certificates to Masters and Mates," also enclosing a requisition for certain forms, &c.

In returning the draft of the amending Act I am to point out for the consideration of the Earl of Carnarvon that the wording of section 2 seems to be defective and might be improved by the insertions of the words written in red ink.

I am also to call attention to the latter part of section 3, which provides that any Colonial certificate granted under the Act which has been suspended or cancelled shall be forwarded by the Court to the Governor for transmission to the Board of Trade. This provision is taken from subsection 3 of section 23 of the "Merchant Shipping Act, 1862," which provides that certificates granted under the Merchant Shipping Acts which have been suspended or cancelled shall be returned to what at the time of the passing of the Act was the only authority by whom such certificates could be issued, viz., the Board of Trade.

DESPATCHES.

Since, however, "The Merchant Shipping (Colonial) Act, 1869" has come into operation, and that other authorities subject to certain conditions are given power to issue certificates equivalent to those issued by the Board of Trade as has been deemed desirable that when such certificates are suspended or cancelled they should be returned to the authority, viz., the Colony by whom they have been granted.

When therefore an Order in Council is issued extending the provisions of section 8 of the "Merchant Shipping (Colonial) Act, 1869," to any Colony, and making the provisions of the Merchant Shipping Acts applicable to certificates of competency granted under such order, such certificates are specially exempted from the provision in subsection 3 of section 23 of the "Merchant Shipping Act, 1862," which requires that on suspension or cancellation they shall be transmitted to the Board of Trade.

Section 4 of the Newfoundland Act which gives power to the Board of Trade if they see fit to re-issue and return certificates granted in the Colony which may have been suspended or cancelled to shorten the time of suspension or to grant a certificate of a lower grade than the one suspended or cancelled is taken from subsection 4, of section 23 of the "Merchant Shipping Act, 1862." These provisions of the Imperial Act whilst properly applicable to certificates granted by the Board of Trade, are scarcely so to Colonial certificates, and in consequence these certificates are by the Order in Council specially exempted also from the provisions of the subsection referred to. In addition to this it is specially provided in the Orders in Council that Colonial certificates of competency which have been cancelled or suspended by any court or tribunal having power to do so shall be renewed and re-issued only by the Colony by which they were originally granted.

Both the justice and the expediency of such a provision are apparent, it being but right that a Colonial Government should retain its authority over its own certificate holders and over the custody and issue of its own certificates, the Board of Trade merely reserving the power of cancelling Colonial certificates improperly granted, *i.e.* granted at variance with the conditions of the Order in Council and in case of conviction for an offence.

DESPATCHES.

For the reasons above stated I am to suggest for Lord Carnarvon's consideration that the government of Newfoundland should be advised to omit the provision in section 3 of their amending Act which requires suspended or cancelled certificates to be transmitted to the Board of Trade, and also the whole of section 4.

In conclusion I am to state that the forms applied for shall be forwarded as soon as they can be obtained but the Board would be glad to learn whether the Government of Newfoundland propose in future to print their own forms or whether they wish to be supplied by this Board.

I have, &c.,

(Signed,) T. H. FARRER.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

[COPY.]

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."

Be it enacted by the Governor, Legislative Council and Assembly in Legislative Session convened, as follows :—

1.—That the tenth Section of the Act passed in the thirty-eighth year of the Reign of Her present Majesty, entitled "An Act respecting Certificates to Masters and Mates," shall be, and the same is hereby repealed.

2.—The power of cancelling or suspending the Certificate of a Master or Mate shall vest in and be exercised by a Marine Court of Enquiry, constituted under chapter ninety-nine, of the Consolidated Statutes of Newfoundland, entitled "Of a Marine Court of Enquiry" by Magistrates, Naval Court, Admiralty Court, other Court or Tribunal by which any charge, complaint or case is investigated or tried by the the Board of Trade if such Master or Mate is shown to have been convicted of any offence.

3.—Every such Court or Tribunal shall, at the conclusion of the case or as soon afterwards as possible, state in open Court the decision to which they have come with respect to cancelling or suspending Certificates, and shall in all cases send a full report upon the case with the evidence to the Governor for transmission to the Board of Trade, and shall also, if they determine to cancel or suspend any Certificate, forward such Certificate to the Governor for transmission to the Board of Trade with their report.

4.—It shall be lawful for the Board of Trade, if they think the justice of the case require it, to re-issue and return any Certificate

which has been cancelled or suspended, or grant a new Certificate of the same or any lower grade in place of any Certificate which has been cancelled or suspended.

5.—No Certificate shall be cancelled or suspended under this Act, unless a copy of the report or statement of the case, upon which the investigation is had, shall have been furnished to the owner of the Certificate before the commencement of investigation. Nor in the case of investigations conducted by Justices or by Stipendiary Magistrates unless two Magistrates, at least, express their concurrence in the report.

DESPATCHES.

NEWFOUNDLAND.

No. 61.

DOWNING STREET,
26th August, 1876.

SIR,—

I referred to the Board of Trade your despatch, No. 95, of the 27th July with the letter which accompanied it from Commander Robinson relating to Certificates of Service granted in the Dominion of Canada.

I enclose a copy of the reply which has been received from the Board of Trade and I have to request that you will communicate the substance of it to Commander Robinson.

I have, &c.,

(Signed,) R. H. MEALE,

For the Earl of Carnarvon.

Governor
SIR JOHN GLOVER, G. C. M. G.
&c., &c., &c.

DESPATCHES.

The Board of Trade to Colonial Office.

[COPY.]

M. 11446.

BOARD OF TRADE,
WHITEHALL GARDENS,
23rd August, 1876.

CERTIFICATES.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 15th instant, transmitting by direction of the Earl of Carnarvon, copy of a despatch from the Governor of Newfoundland, enclosing a letter from Commander Robinson, R.N., relative to Certificates of Service granted in the Dominion of Canada.

In reply I am to request that you will be good enough to move the Earl of Carnarvon to take the necessary steps to have Commander Robinson informed that Certificates of Service granted in Colonies are not under any circumstances recognized in the United Kingdom as entitling their possessors to clear ships out of English ports.

I have, &c.,

(Signed,) THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

MISCELLANEOUS.

Report of Dr. Stabb, Physician and Superintendent Lunatic Asylum, 1876.

LUNATIC ASYLUM,
31st December, 1876.

On the twenty-ninth anniversary of the Lunatic Asylum, I have to record the number of 183 patients under treatment during the year; of whom 123 remained from the preceding year, and 60 were admitted in 1876; of these, 46 were dismissed, 9 died, and at the close of the year there remained 128 inmates. The average number resident in 1876, was 126¼.

Considerable advances have been made in the Asylum works. The new male wing bids fair to be soon completed. The new steam boiler is in its place, the boiler house enlarged and a new and lofty chimney built. The steam-connections and accompanying ventilation of the retired female wing, can now be satisfactorily made use of, and consequently the coming year will witness much and permanent improvement in the accommodations for the reception and treatment of patients, especially if, as I have no reason to doubt will be the case, my suggestions published in my last Report for the improvement of both male and female wings, be carried out. And here I must offer my meed of praise to Mr. Martin, employed by the Board of Works to introduce a water-supply, by its own pressure, from the brook which runs through the land; this has been done most efficiently and without delay from the commencement of the work. We now await the time when the finances wiil permit of the enlargement and improvement of of the wash-house and laundry service, so long desired and required. When this is done, and I believe Mr. Nevill has estimated and reported upon its necessity, the present Asylum will be in good working order as I know of little to be added amongst the requisites, except some additional airing-ground fencing. Alas that I could indeed write Finis! after the completion of all the above, but it must not be overlooked that insanity can no more be restricted to certain limits in a community, than the waves of the sea, and so shall we have to provide sooner or later for more insane persons, until a maximum has been

MISCELLANEOUS.

reached as in other countries relatively to population of about 2 per 1000. But enough for the day is the evil thereof; although to provide for the poor and needy and insane ought surely to be regarded as a blessed Act, which should not be always retarded on account of its cost, and its political insignificance.

Religious services and bedside ministrations have been continued and afforded as customary by clergymen of all denominations; to whom we offer our grateful thanks and appreciation. The poorer classes, of whom is the majority of the insane, are keenly sensible of the ministrations of religion in a public institution such as this. They may feel assured that these are never neglected.

Many presents of books and illustrated newspapers, have been received in this past year for the use of the patients. His Excellency the Governor, since his first early and kind visit in the Spring, has regularly sent files of newspapers to the Asylum, besides other presents; and I have to offer acknowledgments and thanks to His Excellency and to Mrs. Hayward, J. W. M'Coubrey, Esq., Mr. Brown, Mrs. Browning, Mrs, Tessier, Miss Pitts, Mrs. Harvey, Capt. Cleary, and Messrs. T. Stabb, W. Boyd, Hearn, Kitchen, McConnan, Fitzgibbon, A. Martin, Freeman, Murray, and T. Smith, Esq., who sent a very large and most acceptable present of periodicals and illustrated papers. I hope I have omitted no one of those who so kindly and readily responded to my appeal in behalf of the poor insane.

I have thought it my duty to apply to the Executive during the past year, for the confirmation or recognition of the resident matron; the last who held that position being Miss Coleson. Since that time the duties have been performed gratuitously by Mrs. Stabb, but I do not think they ought to be so rendered in future, especially as they have increased so much in these later years, as to involve much time, care, and responsibility on the part of the acting matron.

The annual repairs of the Asylum are properly the business of the Superintendent of Public Buildings, and I have no doubt that he has reported upon them. I must still put on record from myself, that at least two important and rather extensive matters require very early attention, viz: two whole floors in the male and female departments,

MISCELLANEOUS.

and the airing ground fences; the former, in the male wing, is worn quite out,—the latter, require renewal on the female side and considerable additions on the male side.

In conclusion, I have to thank the Board of Works for the continuance of their support and countenance in my responsible office.

Respectfully submitted by

HENRY H. STABB, M.D.,

Physician Superintendent.

MISCELLANEOUS.

NUMBER OF PATIENTS FOR 1876.

	Males.	Females.	Totals.
Remaining, January 1st	58	65	123
Admitted during the year	34	26	60
Dismissed	29	17	46
Died	3	6	9
Under treatment	92	91	183
Average resident			126⅓
Remaining, December 31st	60	68	128

MISCELLANEOUS.

DISEASES OF 60 PATIENTS ADMITTED IN 1876.

	Male.	Female.
Mania	16	15
Do. a potu	4	
Do. periodical	2	
Do. suicidal	3	
Do. with epilepsy	1	
Do. with paresis	2	1
Do. with typhus	1	
Puerperal Mania	0	1
Hysterical Mania	0	2
Melancholia	4	1
Amentia	1	2
Dementia	0	4
	34	26

MISCELLANEOUS.

CAUSES OF DEATH IN 9 CASES.

	Male.	Female.
Mania and Epilepsy	1	
Mania and old age		1
Gradual decay	1	1
Apoplexy	1	
Chronic Mania		1
Typhoid Mania		1
Dysentery		2
	3	6

MISCELLANEOUS.

CLOTHING MADE UP DURING 1876.

Male.		Yards.
Blanketting drawers	105 prs.	210
Cotton shirts	140	490
Flannel shirts	30	90
Canvas trowsers	40	100
Ditto jackets	24	84
Blanketting cuffs	12 prs.	9
Handkerchiefs hemmed	30	
Canvas shirts	8	28
Blankets hemmed	50	
Flannel cravats	33	11
Sheets	70	175
Calico slips	80	160
Sheeting slips	20	40
Wrapping sacks	56	280
Ditto sheets	15	37½
Mattrass covers	24	180
Table cloths	12	15
Towels	26	26

MISCELLANEOUS.

CLOTHING MADE UP DURING 1876.

Male.		Yards.
Rollers, brin	17	85
Clothes Bags	1	4
Pillow Covers, ticking	20	40
Tweed Jackets	28	98
" Trowsers	12	36
" Caps	35	8¾
Canvas Bed-bottoms	9	27
Tweed Vests	17	15
Tweed full suit	1	6

MISCELLANEOUS.

CLOTHING MADE UP DURING 1876.

Female.		Yards.
Winsey Dresses	57	399
" Petticoats	2	6
Serge "	59	177
Flannel "	7	21
" Chemises	10	25
Calico "	100	300
" Night Gowns	40	100
Muslin Caps	44	22
Sun Bonnets	24	12
Cotton Dresses	38	336
" Aprons	30	30
Pudding Cloths	6	4¼
Ironing "	4	12
Calico Linings		157½
" Sundries		30

MISCELLANEOUS.

CLOTHING AND BEDDING REPAIRED, 1876.

Male.		Female.	
Pairs of Drawers	1900	Dresses	602
Cotton Shirts	1600	Petticoats	430
Flannel Shirts	600	Chemises	784
Canvas Trowsers	800	Night Gowns	640
Canvas Jackets	570	Stockings	1100
Tweed Vests	110	Pillow Slips	100
Pairs Stockings	1910	Sheets	100
Pillow Slips	200	Bed Sacks	12
Blankets	41	Bed Sheets	20
Green Rugs	21	Blankets	30
Handkerchiefs	20	Green Rugs	30
Bed Sacks	10	Muslin Caps	30
Tweed Jackets	200	Ticking Covers	12
Tweed Trowsers	210	Table Cloths	6
		Towels	18
		Petticoats quilted	12
		Ironing Cloths	3

MISCELLANEOUS.

EXTRACT FROM SEAMSTRESSES' BOOK—ONE WEEK'S REPAIRS ENDING MARCH 2.

Articles.		Materials.	
Stockings	25 prs.	Yarn	3 skeins.
Flannel shirts	9	Cotton	1 reel.
Cotton shirts	20	Thread	4 skeins.
Drawers	22 prs.	Tweed	½ yard.
Canvas trowsers	12 "	Flannel	½ "
Tweed trowsers	10 "	Calico	1 "
Canvas jackets	6	Thread	3 skeins.
Tweed vests	9	Buttons	3 dozen.
Pillow slips	6	Tape	2 pieces.
Tweed jackets	8		
Sheets	6		

HENRY H. STABB,
Superintendent.

MISCELLANEOUS.

Report of the Physicians of St. John's Hospital, for the year 1876.

St. John's Hospital,
January, 1877.

Sir,—

The number of patients who have been under treatment in the St. John's Hospital during the past twelve months has been considerably in excess of the previous year, having amonnted to 299, of whom 217 were males and 87 females.

Of the above number 250 were discharged, cured or relieved, 25 died, and 24 were still under treatment at the close of the year.

Shortly after his arrival in the Colony, His Excellency Sir John Glover, paid a visit of inspection to the Hospital, and was pleased not only to express his approval of the arrangement and condition of the Institution, but also to give practical evidence of his interest by the liberal present of £5 towards the purchase of books for the use of the patients.

His Secretary, Mr. H. Mundy, who accompanied him, also forwarded to the Superintendent the handsome donation of £2 stg. for the same purpose.

These sums have been expended in the manner proposed, and we can only hope that so good an example may induce some of our wealthy citizens to aid in relieving the many tedious hours that have to be passed in Hospital by their poorer brethern by contributing towards the formation of a library for their use either by books or money.

As was stated last year, the new building will require little to be done to it for some time to come, with the exception of painting, but the wards in the old building, devoted to female patients (and consequently requring extra comfort), have been left in an unfinished condition, for want of plastering the walls, and casing the beams which have been exposed by raising the ceilings.

MISCELLANEOUS.

It has been proposed to whitewash these walls without plastering, but to this we most decidedly object, not so much on the ground of appearance, as on account of the injury to the health of the patients that would be caused by the dust and lime pervading the atmosphere whenever such walls were brushed down.

We hope most sincerely, therefore, that the Government will propose a grant during the coming session for this purpose as well as for some other improvements.

Of these the most important are:—

1.—Increased laundry accommodation, of the importance of which in such an institution it is hardly necessary to speak. This may be afforded at little expense by taking in the present dead-house and erecting a new one, which, as it might be of wood, and could be built in a situation where two walls, already existing, might be made use of, need not cost much.

2.—Making a connection between the kitchen and the scullery, which is at present almost useless, from want of such communication.

3.—Pointing and other repairs to the outbuildings, some of which are falling down from want of attention to them.

We do not think it can be said that any of the above requirements are matters of luxury, or are otherwise than necessary for the decent accommodation of the inmates of the Hospital and for the proper working of the institution.

In addition to the foregoing there are several other recommendations, some of which have already been made from year to year, and none of which would involve any great outlay, but would contribute greatly to the comfort and appearance of the place.

Of these we would mention more particularly an ice-house, which is required more for the purpose of affording ice for medical use (and there is nothing more urgently needed at times in the treatment of disease) but also for the preservation of meat and milk in summer.

MISCELLANEOUS.

We would also draw the attention of the Government to the great improvement that would be effected both in the appearance of the grounds and in the shelter of the building by planting trees in different parts, and we hope that a commencement may be made in this direction during the coming summer.

In our report last year, we spoke of the need of a detached ward for cases of erysipelas and pysmia, cases especially needing hospital treatment, but which cannot be admitted into the same building as other patients without serious risk of contagion, as has been strongly illustrated during the past twelve months in more than one instance.

One great improvement has been effected since our last report, by the erection of a substantial fence round the grounds and new entrance gates, by which both the security and appearance of the place have been materially increased.

The usual number of cases have been attended in the Poor-house during the past year, but with the exception of one bad case of diptheria, there have been no patients admitted to the old Hospital during that period.

We most earnestly hope that the time is not far distant when the use of this latter building will be rendered altogether unnecessary by the erection of a fever wing in connection with the Quidi Vidi Hospital, the present arrangement being both expensive and unsatisfactory.

We remain,

Sir,

Your obedient servants,

CHAS. CROWDY,

C. H. RENOUF,

Surgeons to St. John's Hospital.

The Chairman Board of Works.

MISCELLANEOUS.

Extract from report of Mr. Inspector Carty, for 1876.

CONSTABULARY OFFICE,
St. John's, 8th Feb., 1877.

SIR,—

I have the honor to transmit returns, in tabular form, for the information of his Excellency the Governor in Council, shewing the number of prosecutions for various classes of offences by the members of the force under my command, during the year 1876.

Beat and other duties continue to be carried out according to the system described in my report of 1st January, 1876.

In addition to the regular routine of duty, several members of the force have been employed in distant parts of the island on many occasions during the year on various and important matters regarding the carrying out of law and order, and the protection of the fishery; and although the latter duties were generally disagreeable and often of a trying nature, owing chiefly to the inhabitants of the settlements being unacquainted with the laws which were for the first time about to be enforced amongst them, yet by patience and perseverance on the part of the Constabulary employed, I am glad to be able to report that the duties were satisfactorily performed and acknowledged by the majority of the people to be productive of much good to the public at large.

I may here particularly refer to Lamaline, at which place three members of the force were employed six weeks for the express purpose of preventing the illegal hauling of bait for exportation.

The number of recruits appointed annually to fill vacancies caused by resignation are large in proportion to the strength of the establishment, and no doubt affects the standard of efficiency to which the force as a body would attain were its members to remain after receiving the necessary drill and instructions. I must confess that no great amount of efficiency can be expected from a constable for at least two

MISCELLANEOUS.

years after his appointment, and I regret to say that most of the men who have resigned since the formation of the constabulary, had almost completed this period of service, leaving their places to be filled by recruits. Consequently it is of the greatest importance that something should be done to prevent young men from leaving at the very time they are beginning to be useful, or rather induce them to remain. I have therefore once more to bring under the notice of Government the desirability of passing a pension bill, which would, I believe, go far to attain the object in view. In fact every effort should be made to uphold on a firm and permanent basis the new system of a trained force of constabulary; which, I am happy to find, is giving general satisfaction throughout the colony, well disciplined and ready at a moments notice to turn out in the capacity of either a military or civil force; and unless fully remunerated for their services where will they be found should a few years of good fishery set in—certainly not in the service. I mean the young men, for the reason already stated, viz., insufficiency of pay, and no prospect or provision of any kind in the way of pension for old age. At the same time I have gratefully to acknowledge the fact that the late and present Governments have always shown a disposition to improve the condition of the force, and I have no doubt whatever that a very small increase to their salary and the passing of a pension bill would not only be supported, but hailed with satisfaction by those interested in the welfare of the colony.

The licensed dealers under this act are, comparatively speaking, easily dealt with, and over whom the police carry out a ready supervision; but not so the unlicensed dealers for whom the law cannot be too stringent; and notwithstanding the large number of these people who have been prosecuted for illegal dealing in spirits, I am sorry to say that some residents of St. John's still continue this illicit practice, upon whom no fine or punishment however severe will, it seems, have the desired effect. The police will still go on with unrelaxed exertions in this particular (though unpleasant) part of their duty, until eventually they will succeed in doing away with all those shebeen or unlicensed houses which are a source of evil in any community where they exist.

I also attach herewith a return relative to the annual ball practice, which took place last October, the result of which is most satisfactory, and shows that the men are well skilled in the use of the weapon with which they are armed.

MISCELLANEOUS.

The Conception Bay Constabulary I had assembled at Harbor Grace in the same month and for the same purpose. This contingent of the force displayed equal if not greater skill in the use of the rifle than the St. John's force; and so great was the interest taken in the proceedings by the inhabitants, that some members of the Constabulary were invited to engage in a rifle contest with a like number of members belonging to the late rifle corps of that town, which resulted in a victory for the latter by one point.

This meeting at Harbor Grace, though on a small scale, seems to have had the effect of stimulating the gentlemen of that place to further exertion in the use of the rifle, as I understand that preparations are being made to commence the organization of a rifle corps during the coming summer.

In conclusion, I beg to express my approbation of the conduct of the force, many of whom are young and inexperienced; yet their sobriety and general good conduct will compare most favourably with a like number of any disciplined corps.

I have the honor to be,

Sir,

Your most obedient Servant,

P. CARTY,
Inspector Newfoundland Constabulary.

The Honorable
The ATTORNEY GENERAL, &c.

MISCELLANEOUS.

Statement of the General Water Company.

GENERAL WATER COMPANY,
St. John's, March, 1877.

SIR,—

I have the honor to transmit to you for the information of H. M. Government a statement of the affairs of the General Water Company for the past year.

The disbursements of the Company have been unusually heavy, the large sum of over $2000 having, by the direction of the Executive, been expended in procuring new hose and other appliances for the protection of the town from fire, rendered necessary by the suspension of the Phœnix and Cathedral Volunteer Fire Brigades in May last.

This sum in addition to the cost of a new general appraisement, together with a balance of $636 due to the contractors for new works of 1875 paid out of current funds, has left the Company at the end of the year indebted to the Commercial Bank $1239, whilst the receipt for duty on coals, and water rates on shipping, have fallen short some $1200 on those of the previous year.

A number of new service pipes have been laid down during the past year, and many applications are recorded awaiting the opening of spring, and although the supply of water has so far been equal to the public requirements, the directors cannot shut their eyes to the fact that a serious waste is going on all over the town which must ultimately diminish the pressure, and lead to some more stringent regulations than at present exist for economising this important sanitary element.

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. *General Water Company*

To paid half amount of annual grant to Cathedral Fire Company	£75	0	0			
" amount of annual grant to Phœnix Fire Company	150	0	0			
				£225	0	0
" extra cost of Phœnix Fire Company in consequence of notice of suspension of both Fire Companies in May last				512	11	2
" this amount as wages for watering vessels and cartage of hose and labor for the year				719	19	7
" amount of award and legal expenses in in Southcott's arbitration case				150	2	9
" Salaries, including that of Engineer and other Officers for the year, this sum				930	0	0
" Contingent expenses, including office rent, printing blank forms, stationery, coals, law charges, special appraisements and sundry small accounts				226	7	7
" cost of lumber, new hose for watering vessels, smith work, castings, lead pipe and hardware for the year				380	15	10
" Newfoundland Savings' Bank, interest on New Works' Loan, £9300, cy., at 4½ per cent., this sum				418	10	0
" this amount being cost of new appraisement				275	0	0
" Commercial Bank balance of interest on current accounts during the year				14	18	3
Forwarded				£3862	5	2

MISCELLANEOUS.

Statement for the year 1876. *Cr.*

By amount due by Com'l. Bank as per Statement, 1875....	£104	13	8
" amounts received from the hon. Receiver General, being amount of duty on coals and water rates on shipping for the year	3384	4	1
" amounts received for hose hire, watering vessels second time during the year	118	7	6
" amounts of water rates and assessments collected during the year, this sum	4797	2	0
" amounts received for labor done for Board of Works and others during the year	98	19	0
" Balance due the Commercial Bank	309	15	5
Carried forward	£8813	1	8

MISCELLANEOUS.

Dr. *General Water Company*

To amount brought forward				£3862	5	2
To paid interest on Capital Stock, £91500 at 5 per cent	£4575	0	0			
" interest on new loan issued in 1869	212	17	6			
" ditto outstanding from last year	139	17	9			
				£4927	15	3
" less unclaimed interest on hand				95	7	9
				4832	7	6
" amount of Messrs. C. W. & W. Grey's invoice from London, of lead pipes, &c., per *Caspian*				118	9	0
				£8813	1	8

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

St. John's, Newfoundland,
December 30, 1876.

MISCELLANEOUS.

Statement for the year 1876. *Cr.*

Brought forward.....	£8813	1	8
	£8813	1	8

E. & O. E.,

(Signed), JAMES S. CLIFT,
Secretary.

MISCELLANEOUS.

Report of the Harbor Grace Water Company.

The Hon. E. D. Shea,
Colonial Secretary, &c., &c.

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 year, which shows a balance in the hands of the Treasurer of £210 9s. 6d. after the payment of interest to the last of June.

It was found necessary last year to renovate and raise the embankment at Bannerman Lake, also to repair and make addition to the stone work at the outlet of the Lake, this was done at a cost of £74 0s. 9d.

The Volunteer Fire Company are causing considerable trouble respecting new uniforms.

We know not how soon we shall require some additional hose.

Owing to the depression of trade and the closing of Mercantile establishments, much difficulty is experienced in collecting assessments.

They have much pleasure in stating that the work of the Company continue in full and satisfactory operation.

I have the honor to be,

Sir,

Your most obedient servant,

ROBERT H. MUNN,
Acting President.

Harbor Grace,
July, 1876.

MISCELLANEOUS.

Dr. *John Patterson, Esq., Treasurer, in account*

1875.						
July 5.—To balance due from last account....				£189	6	3
Dec. 31.—To cash for assessment on houses..	£530	11	11			
" " " rate on vessels.....	25	12	2			
" " " fittings, labor, &c.....	6	16	9			
				463	0	10
1876.						
June 30. " " assessment on houses..	439	1	8			
" " " fittings, labor, &c.....	15	11	11			
				474	13	7

TOTAL INCOME FOR THE YEAR.

Assessment on houses, &c.....	£889	13	7
Rate on vessels.....	25	12	2
Fittings, labor, &c.....	22	8	8
	£937	14	5

Carried forward.....	£1127	0	8

MISCELLANEOUS.

with the Harbor Grace Water Company. *Cr.*

1875.					
July 15.	—By paid	John Munn & Co. for block tin, a Union Jack, cordage, &c.	£5	0	9
Aug. 19	"	John Lynch, expenses going to St. John's	3	2	0
"	"	Thomas Trapnell for carpentering		10	0
Oct. 15	"	Robert Lahey		5	0
"	"	John Shea for car hire to Bannerman Lake		5	0
"	"	Labor at embankment	52	17	9
Nov. 15	"	Horse hire drawing stone and gravel for the above	21	3	0
"	"	John Lynch on account of rent as voted	3	0	0
Dec. 16	"	Edward Vass for repairing hose	1	1	6
"	"	John Spence for freight St. John's	1	2	6
Dec. 29	"	John Lynch for kerosene oil		3	8
Dec. 31	"	Jillard Brothers for ladle and wire		1	11
"	"	Archibald Munn for printing forms, &c	6	9	0
"	"	John Lynch for carting		8	9
		Carried forward	£95	10	10

MISCELLANEOUS.

Dr. *John Patterson, Esq, Treasurer, in account*

Brought forward	£1127	0	8
Carried forward.....	£1127	0	8

MISCELLANEOUS.

with the Harbor Grace Water Company. *Cr.*

1875.								
		Brought forward	£95	10	10			
Dec. 31.—To paid		John Lynch for hay for hydrants	1	2	6			
"	"	John Patterson for lead, &c.	1	5	8			
"	"	Labor for the past six months	22	0	1			
"	"	Volunteer Fire Company half amount of annual vote	12	10	0			
"	"	Literary institute for use of room (in August)	2	0	0			
						£134	9	1
"	"	John Lynch for 6 months' services				50	0	0
"	"	C. Watts, for 6 months' salary				50	0	0
"	"	Nfld. Savings' Bank for interest in $5200 at 5 per cent. on sewerage account				65	0	0
"	"	Sundries for interest on stock for 6 months to date				227	10	0
						526	19	1
1876.								
March 1	"	J. C. Withers for advertising notice of meeting		10	0			
April 15	"	G. C. Rutherford & Co., for board, &c., had last year	1	12	4			
		Carried forward	£2	2	4			

MISCELLANEOUS.

Dr. *John Patterson, Esq, Treasurer, in account*

Brought forward	£1127	0	8
	£1127	0	8
1876. July 3—To balance due, brought down to next account	£210	9	6

Examined and found correct,

GEORGE BROWN, }
THOMAS STRAPP, } *Auditors.*

MISCELLANEOUS.

with the Harbor Grace Water Company. *Cr.*

1876.								
		Brought forward	£2	2	4			
April 24	To paid	George Barnes account of Volunteer Fire Company, yearly salary	13	0	0			
27	"	John Lynch, account of rent	3	0	0			
June 30	"	Volunteer Fire Company half amount of annual vote	12	10	0			
"	"	per labor fer the 6 months to date	31	9	9			
						62	2	1
"	"	John Lynch for 6 months' services				50	0	0
"	"	C. Watts for 6 months' salary				50	0	0
"	"	Sundries for interest on stock for 6 months to date				227	10	0
						916	11	2
		Balance				210	9	6
						£1127	0	8

E. & O. E.,

Harbor Grace, 30th June, 1876.

For the Harbor Grace Water Company,

C. WATTS, *Secretary.*

MISCELLANEOUS.

Report of Principal Harbor Grace Grammar School, for 1876.

HARBOR GRACE,
8th January, 1877.

Minutes of the Annual Meeting of the Directors of the Harbor Grace Grammar School held this day.

PRESENT:

MR. JOHN MUNN,
" T. R. BENNETT,
" MARK PARSONS,
" H. W. TRAPNELL.

When the Principal submitted a detailed report of the proceedings of the Institution during the past year, which, on being compared with the daily class records and found to correspond, was adopted. Also a full statement of the receipts and expenditure during 1876, which on being carefully audited by Messrs. Bennett and Trapnell, shewing the receipts from all sources £386, and the expenditure £521 15d. 2d; thus leaving a balance due the Treasurer of £35 15s. 2d., as exhibited in the account current caused by the necessary repairs of the school premises and improved furniture for the class room.

The Directors unanimously expressed their approval of the appearance and adaptability of the school room for the comfort and convenience of the classes and their Teacher, and were much pleased with the progress made during the past year, as shown at the public examinations held on the 23rd December, in the presence of the parents and friends of the pupils.

The Directors also tendered their thanks to the Principal for his assiduity to his duties, and requested him to continue the same progressive course; regretting, however, that the former salary was necessarily so much reduced, from the retiring allowance made to the former Principal.

JOHN MUNN, *Chairman.*

MISCELLANEOUS.

To the Commissioners of the Harbor Grace Grammar School:

GENTLEMEN,—

I hereby submit for your information and consideration, the subjoined School Report for the year 1876.

In the course of the year 54 pupils have received instruction at the Institution. The number in attendance during the first quarter was 45; during the second 47; during the third 38, and during fourth 39, shewing an average of 42 a quarter. During the past twelve months 15 pupils have left the school, the majority of them to engage in varions occupations.

Of the 45 above alluded to, 5 have been instructed in Latin, 21 in Spanish, 14 in Practical Mathematics, 26 in Book Keeping, all in English Grammar, (including Parsing, Analysis and Rudiments of Composition), in Reading, Oral and Written Spelling, in Derivation, Geography, Writing and Arithmetic—with the exception that several of the higher English branches were not studied by four of the younger pupils.

The unusually heavy expenditure of the year was largely incurred by the extensive refitting which was effected in the class-room—a necessary step and one already attended with good results in its influence on the school work. The worn-out floor has been replaced by a new one (oak), pattern paper-hangings and a fresh coat of paint render the apartment more attractive.

The premises, generally speaking, are now in a tolerably fair condition. A slight yearly expenditure would be advisable as a preventative of the general delapidation which would ensne from lengthened neglect.

The notice of improvements effected in accordance with decision of the Board at last meeting, would be incomplete without reference to the vocal music and calisthenics introduced into the course of instruction during the year. A continuation of such during the ensuing summer is strongly recommended.

Respectfully submitted,

JAMES MUNN, *Principal.*

MISCELLANEOUS.

Dr. *Harbor Grace Grammar School*

1876.

July	—To paid John Munn & Co's bill of desks from Boston, &c	£70	3	11
Dec. 31	"	John Munn, plank, paint, &c	11	0	3
"	"	Mark Parsons, board	5	9	3
"	"	Paterson and Foster, plank	1	12	9
"	"	John Strathie, stove funnelling, &c	7	13	9
"	"	Jillard Brothers, window fitttings	1	10	11
"	"	Joseph Godden Ditto	0	0	6
"	"	John Hutchings, joiner repairs	17	1	0
"	"	Joseph Russell, painting, papering, &c	11	3	6
"	"	Edward Comer, joiner repairs	0	5	0
"	"	R. Taylor, coating roof, &c	1	11	0
"	"	J. Jenkins, Ditto	1	4	9
"	"	Carmen, carting desks and seats	0	9	9
"	"	S. Cram, making blinds	0	6	6
"	"	Job Bros. & Co (in March) Insurance Premium, £400	4	10	0
"	"	C. Kennedy, sweeping and cleaning school	4	12	0
"	"	Paterson and Foster, coal and carting	3	11	9
"	"	G. C. Rutherford & Co, firewood	0	0	6
"	"	Paterson and Foster, stationery	7	6	8
"	"	J. B. Drysdale, Ditto	0	2	3
"	"	A. M. McKinley, Halifax, stationery	0	2	0
"	"	*Standard* newspaper, printing advertisement	1	15	0
"	"	Sergeant Fallon, lessons in calisthenics	4	0	0
"	"	T. McCairnes, singing lessons	1	0	0
		Carried forward	£157	8	6

MISCELLANEOUS.

In account with Commissioners. *Cr.*

1876.

Jany. 1.—	By balance from last year as per cheque book....	£40	4	2
	" Quarterly fees, 1st quarter.....	30	16	8
April 1	" Ditto 2nd quarter.....	30	3	4
July 1	" Ditto 3rd quarter.....	25	17	1
October 1	" Ditto 4th quarter.....	25	13	9
Dec. 31	" Amount received for old desks and seats....	2	5	0
	" Annual Government grant.....	231	0	0
	" Balance due Treasurer.....	35	15	2
	Carried forward.....	£421	15	2

MISCELLANEOUS.

Dr. *Harbor Grace Grammar School*

1876.				
	Brought forward	£157	8	6
Dec. 31—To paid James Munn, salary past year		125	0	0
" " James Munn, salary as Secretary		10	0	0
" " Late Principal Roddick, amount retiring allowance		125	0	0
" " T. McConnan, prizes		4	6	8
		£421	15	2

MISCELLANEOUS.

in account with Commissioners. *Cr.*

Brought forward.....	£421 15 2
	£421 15 2

E. E.

JOHN MUNN,
Chairman.

Harbor Grace,
8th January, 1876.

MISCELLANEOUS.

Report of the Postmaster General, 1876.

GENERAL POST OFFICE,
St. John's, February, 1876.

SIR,—

I have the honor to present to the Governor in Council, for the information of both branches of the Legislature, my Seventeenth Annual Report of the Post Office Department, accompanied by returns and statements, embracing every particular relating to that branch of the public service, for the year ended 31st day of December, 1876.

Before going into particulars, I would first call attention to the absolute necessity which exists for expansion of the present confined limits of the General Post Office, which is unfitted from want of space for the prompt and efficient handling of a fortnightly mail either from the United Kingdom or America, and altogether unsuitable for receipt of and proper assorting, of either a fortnightly or monthly mail in winter.

A comparative statement exhibiting the number of letters which have been received and despatched through the several sections of the department during the past year, as compared with the three preceding, 1873, 1874, and 1875, will give some idea of the great increase both of correspondence and labour in this office :—

	1873.	1874.	1875.	1876.
Ordinary Letters	348,683	442,206	474,652	571,351
Registered Letters	2,719	3,457	3,820	4,038
Dead Letters	1,697	2,081	2,182	2,791

MISCELLANEOUS.

Shewing an increase in the annual number since December, 1873, of

Ordinary Letters	222,658
Registered Letters	1,319
Dead Letters	1,094

Newspapers and circulars, books and pamphlets, are received in large quantities, not only from the United Kingdom, but also from the United States and Dominion of Canada. With exception of books from United Kingdom, none of this large amount of mail matter is any source of Revenue to the Newfoundland Post Office, while it is the cause of a large expenditure in labour, and requires enlarged space for its proper assorting,

The increase in number of newspapers and circulars since 1873 is over one million, of books, pamphlets and patterns some tons.

POSTAGE STAMPS.

The value of postage stamps sold during the past four years has been as follows :—

In 1873	$9,305 45
1874	10,226 42
1875	10,283 44
1876	11,924 23

MONEY ORDER DEPARTMENT.

It affords me much pleasure, and I am sure it must be gratifying to the Government to learn that this branch of the public service is constantly largely increasing in its transactions, the issues for the past year amounting to $43,843, being in excess of the preceding year of $5,308. The Orders paid amounting to $20,104, being an increase of $919 in the same period.

In the early part of the year, through the medium of the Money Order Department of the Dominion, arrangements were completed for

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exchange of Money Orders between Newfoundland and the United States and *vice versa*. The system works admirably, and bids fair for a large extension of Money Order transactions, when it shall have become generally known throughout the United States. Local Money Order business much the same as previous year.

As the Money Order system has now become so generally known, for the facility it affords in the transmission of small sums of money, every means should be taken to extend it as largely as possible; applications are being made from time to time for the issue of Money Orders on Continental countries, from which we are precluded. To meet this drawback I have asked the Postal authorities in London to permit Newfoundland to exchange Money Orders with European Countries through the London Office, but they have declined to accede for the present—sooner or later it must come.

OUTPORT SAVINGS' BANKS.

In October last I received a communication from J. W. James, Esq., Secretary, to the United Fishermen's Society, with reference to the establishment of Savings' Banks in the Outports, through the medium of the Post Office Department. That communication has been laid before the Executive with a few observations from myself on the subject, and I am confident will receive that consideration it so deservedly merits. Indeed I do not know any measure that would be more calculated to stimulate and raise the inhabitants of the Outports to a state of self-reliance and independance, more than the establishment of Savings' Banks, when the industrious and thrifty fishermen could deposit their little earnings at all times with security and interest. The measure has the best wishes of the Post Office Department.

BERNE TREATY.

Objections having been raised to the admission of Canada and Newfoundland into the General Postal Union by the French Post Office (on some minor points) and not having been generally known in Europe, a considerable portion of the correspondence was sent to Newfoundland, prepaid only by the rate admissable under the Postal Treaty Union, viz.:—Fivepence-halfpenny per half ounce rate. Consequently all that class of letters in transit through the British Post Office, was dealt with as insufficiently paid matter, and a fine of threepence and the

MISCELLANEOUS.

deficient postage, (half-a-penny) was levied on each letter. This grievance was bitterly complained of and much trouble thrown on the Post Office in replying to correspondence and giving explanations on this anomalous charge on letters.

The case was brought under notice of the Executive, who directed that I should, without delay, propose to the postal authorities in London a reduction of the postage on letters from the United Kingdom to Newfoundland, from threepence to twopence-halfpenny per half-ounce letter, and that Newfoundland would make a similar reduction on correspondence addressed to the United Kingdom; this proposal was declined for the time, expecting the French Post Office would agree to the convention. Nevertheless the insufficiently paid correspondence continued through every following mail, and I was again compelled to bring the matter before the Executive, who came to the conclusion that the best plan to get over the difficulty was by me going to London. On my arrival there, I at once waited on the Secretary of the Post Office, and after several interviews on the subject, the same obstacle presented itself as heretofore, viz., the French Post Office,—but thanks to having the Attorney General in London, who, when he learned how matters stood respecting the case, represented it to the Secretary for the Colonies, Earl Carnarvon, who without delay communicated with the Post Office authorities and the Treasury Department, and thus this vexed question was brought to a close.

In the event of this arrangement being made, I was directed to make proposals to the United States and Dominion Postal authorities, and now a uniform rate of five cents per half-ounce letter is fully established and in full operation between the United States, the Dominion, the United Kingdom and Newfoundland.

At the solicitation of some of the principal merchants of St. John's, it was proposed to make up a separate mail bag for Bristol; whilst in London I made a special application to be permitted to do so, but it was declined, as they considered the amount of correspondence from Newfoundland to Bristol, did not warrant the necessity of a special mail bag.

DIRECT STEAM.

The fine ships of the Allan Line continue to perform their services with their usual regularity.

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CROMWELL LINE.

The sad fate of the *George Cromwell* and *George Washington* is most deeply deplored by the whole community, and their loss much felt; the regularity with which they performed the mail service beyond praise.

LOCAL STEAM.

The northern and western routes have been very efficiently performed, although the boats had a good deal of rough stormy weather to contend with. The traffic on these routes is increasing so rapidly that it will soon necessitate weekly trips instead of fortnightly.

The steamer *Merlin* placed on the route between Channel and Bonne Bay, calling at intermediate places going and returning, performed her work well, and her services on the north west coast were looked upon as a great boon by the inhabitants.

LABRADOR.

The steam ship *Walrus* was employed on the coast for conveyance of mails the past season, and made six trips. This steamer was commanded by Captain Mark Delany, to whose intimate knowledge of the coast, and great perseverance in carrying out the contract, is to be attributed the successful and satisfactory manner in which the service was performed. In no former year has there been such regularity and freedom from accident in carrying on this service, the steamer not having failed to connect with the northern mail boat for the five trips. The correspondence on the sixth was brought home by the *Walrus*.

To carry out this service effectually, and with fuller satisfaction to those engaged in business and carrying on the fishery at Labrador, two Steamers are requisite—one for the Northern and another for the Western part of the Coast. The boats could then call at all the principal settlements on their way from Battle Harbor, landing letters and other correspondence, and on their return collect the answers. During the past season 10,186 letters were received at the General Post Office, and 6,147 despatched to the Labrador Coast. In addition to those

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numbers must be added—the mails made up at Harbor Grace and Carbonear first trip of the *Walrus*, and those despatched from and received at the different Northern Posts on each trip of the Northern mail boat.

NORTHERN MAIL ROUTE.

There is one point connected with this service which should particularly command the attention of the Executive and Legislature on which, in a great measure, will depend the regularity, safety and despatch of the mail bags on this route, viz., the establishment of a central Post or Way Office station at Gambo or Hay Cove (Freshwater Bay). This would be the junction at which the couriers meet and exchange mails, North and South. It will be seen from the number of mails to and from the northern settlements and St. John's, the necessity of appointing a competent person at this station to take charge of the mails and have them forwarded to their proper destination. Any mistake in the despatch of a mail bag causes much trouble and annoyance, and this should be guarded against by every possible means.

This service has been a source of much anxiety to the Post Office; not so much from the labor as from the difficulty in combining and harmonizing a service so dependant on the weather. From the experience had since the fortnightly service commenced, I very much fear that the limits of the route cannot be reached regularly within the time. However, as the service has now fairly commenced, I trust it will not be contingent on the arrival of foreign mails beyond due bounds, as our domestic correspondence, is rising to an importance not hitherto arrived at, therefore should not be made subordinate to any interest but for benefit of the whole, particularly in despatch of mails. Punctuality on the regular days should be the rule, and any departure from this causes disturbance in mail arrangements, vexatious delays and extra expense to the Colony. The size and bulk of the mails does not appear to have much diminished since the fortnightly service commenced, which shews the growing increase of mail matter.

Last autumn, tenders were called for by public notice for a fortnightly mail service between St. John's and the Northern Outports, *via* Random and Freshwater. Tenders were duly received, submitted for approval, and the lowest accepted. The first mail was despatched on 8th January, and every alternate Monday following, for Random,

MISCELLANEOUS.

Trinity, Bonavista, Bloody Bay, Salvage, Gambo, Freshwater, Greenspond, Fogo, Twillingate, Exploits, Tilt Cove, Betts Cove, Nipper's Harbor, Jackson's Cove, Little Bay Islands and Strait Shore, from Cape Freels to Gander Bay.

I very much regret that through the stupidity or carelessness of the courier in exchanging mails at Harbor Grace, Trinity mail bag, which contains the correspondence for Trinity Bay North, and the Bonavista mail, was carried on to Carbonear, where it was detained several hours before it was made known to me. I had it despatched at once to Random to overtake the Trinity mail courier, but unfortunately he had left some time before its arrival, and the Way Officer does not seem to have perception of the importance of forwarding it, as to feel authorized in employing another courier to forward it. This mishap has been very painful to me, but I trust that the caution given to the Way Officer and couriers, will prevent a similar occurrence.

SALVAGE PACKET SERVICE.

The insufficiency of this service to meet the public demands has been much complained of. Several changes have been made to render it as accommodating as possible; yet much dissatisfaction prevails owing much to spirit of rivalry between the several settlements, each seeking to subserve its own interests. The service is not equal to the demand, and therefore many important places are excluded therefrom; not from any desire that it should be so, but the present means and appliances will not admit of more. The service of packet boats in Placentia Bay have been held by mere sufference for some time back, and with a view of obtaining a more energetic service. Tenders have been called for, the contract to commence in June. The mail service in Placentia Bay is very complicated and tortuous for sailing packets, which may be seen from a map of the Bay; the localities of the ports of call, viz.: Isle Valen, Paradise, Oderin and Burin, on the Western route, with Red Island, Harbor Buffett, LaManche, Sound Island, Barren Island, Burgeo and Merasheen, on the North-east and North-west. It must be admitted the settlements in Placentia Bay experience much inconvenience in the winter time when the Bay is frozen over; when such is the case they are cut off from all communication whatsoever, as none of the settlements enumerated are approachable by land.

MISCELLANEOUS.

TRINITY PACKET SERVICE.

The service of the packet boat between Trinity and Heart's Content, although no complaint has been made directly of irregularity, I think it would be desirable that some change be made to ensure more advantage from her service than heretofore. Owing to the Trinity and Bonavista Mails being sent during the winter *via* Random, her services are despensed with until spring.

GARNISH AND HARBOR BRITON PACKET.

This service goes on as usual, and is more of a local character than otherwise. The boat is altogether under the supervision of the Post Office at Harbor Briton, which has orders to turn her services to the best account.

HARBOR BRITON, BURNT ISLAND AND RAMEO.

I regret to have to report the loss of this packet boat on the night of the 16th December, fortunately without loss of life: this is the second mail boat lost on the station. I authorized the master, William Pink, to continue the service, if he could procure a boat, until further orders. It is my intention to put the packet service in Fortune Bay up for tender at an early date.

PACKET SERVICE—CHANNEL TO BONNE BAY.

The contractor performed the service on this route regularly and gave general satisfaction. I hope the day is not far distant when the sailing packet system will be a thing of the past and small steamers traversing our Bays instead, efficiently carrying out the mail service.

OVERLAND MAIL ROUTES—CONCEPTION BAY.

Mails were despatched during the summer and autumn months on Mondays and Thursdays on waggon overland, on Tuesdays and Fridays by steamer round the Cape. The present winter months a tri-weekly service has been established with special mails on arrival of steamer.

MISCELLANEOUS.

BAY BULLS, FERRYLAND AND RENEWS.

Several complaints have been made of this service, viz: of want of energy and irregularity on the part of the Couriers. This service will be put up to Tender, of which the present Contractor is duly notified.

GREENSPOND, MUSGRAVE HARBOR AND GANDER BAY.

A new route was established last year on the straight shore between Greenspond and Gander Bay, with intermediate settlements, the contract ended 31st December, 1876, the Courier declining to continue for the amount paid for the service. From the information I have obtained with reference to the amount of correspondence sent by this route, I cannot recommend the service to be continued; to prevent any inconvenience by cutting it off peremptorily, I have allowed it to go on until spring.

CHANNEL, CODROY, ST. GEORGE'S BAY, BAY ISLANDS AND BONNE BAY.

This route organized. Service monthly. Four round trips between Channel and Bonne Bay, calling at intermediate places going and returning.

WAY OFFICES.

Four Way Offices have been established since my last report, viz., at Toad's Cove, Renews Tilton Harbor, and Belioram. Application for others have been received, among which I mention South Side of Harbor Grace and Beaubois; each of those offices will require Couriers. It is proposed to send the mails twice or three times a week from the Post Office to Way Office South Side of Harbor Grace by the ferryman—the expense would not be much. At Beaubois they ask for a Courier between that place and Burin, along which route it is stated there are 500 inhabitants; the expense for this service will not exceed twenty pounds. There is also an application for a Courier between Belloram and Bay-de-North; from information received from that quarter I have learned that it is quite impracticable by land, and if so it would have to be done by boat.

MISCELLANEOUS.

NEWSPAPERS.

In former reports I have referred to the unrestricted transmission of Newspapers through the mail. In every other country their transmission is regulated by law, and they are taxed either by their weight or otherwise, the same as books, pamphlets, &c.; neither are newspapers from the publishers admitted free. Surely our Government when they permit newspapers and other local matter direct from the office of publication to go free, would not consider it hard to put one cent per paper, or one cent per ounce on them. Insignificant as this is it would add something to the revenue.

FRANKING.

This privilege continue to be much abused. The Government should insist that it be confined to its legitimate purpose, viz., correspondence on the public service and parliamentary papers, &c. It would be desirable if the Government made some allowance to officials for public correspondence, and wipe it out altogether as it has been done in every other country.

In concluding this report, I beg leave to bear testimony to the diligence and attention of the officers of the Post Office generally in their respective duties.

With reference to the Chief Clerk and Accountant, the hardest worked and worst paid Officer in the Department, I would beg leave to say that when the salaries were under consideration I recommended $800 per annum for his salary and that he made up his mind that it would be so (although quite inadequate to his laborious duties), but some how the amount was reduced to $720 per annum, a reduction of ten per cent. on the amount named. This matter was again brought under the notice of the Executive, and last year I was led to believe that it would be settled. However, it still remains in abeyance. May I respectfully ask your consideration thereon.

I have the honor to be,
Sir,
Your most obedient servant,
JOHN DELANY,
Postmaster General.

The Hon. E. D. Shea, Colonial Secretary.

MISCELLANEOUS.

Report of the Newfoundland Agricultural Society for the year ending 31st December, 1876.

In submitting the following short report of the Society's transactions during the past year, your Committee rejoice at having it in their power to speak most favourably of the agricultural operations in the Colony the past season.

Wherever cultivation was carefully given to the soil the results were most encouraging, and in many localities these successful results have induced a greater attention to breaking up the wilderness lands, and to preparing composts to be applied to these lands in the spring.

The bounty offered by our Government for clearing and cultivating the waste lands of the Colony is greatly to be commended; and your Committee would be glad to see this mode of encouraging agriculture extended and made more general.

It has undoubtedly been the means of drawing the attention of the poorer class of settlers to the cultivation of the soil, and of enducing many who would not otherwise have given it a thought, to make trial of agriculture as an adjunct to their usual employment at the fisheries; and that trial, once fairly made, seldom, if ever, results otherwise than in making sure to the industrious colonist comfort and independence.

In recommending a continuance and extension of this mode of giving a stimulus to the cultivation of the soil, your committee would urge upon the attention of the Government the necessity for a careful inspection of all lands for which the bounty is claimed.

An acre of land, once cleared and thoroughly broken up, would always induce the owners to follow up the first operations by cultivation and cropping; whereas land carelessly handled at the outset leads to disappointment, and the object in giving the bounty is not attained.

The success which has always attended the operation of that act, for the encouragement of agriculture in the colony, will, it is hoped,

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induce the Legislature at its next session, to give further attention to this important subject, as until the area of cultivation is greatly extended, the funds expended by the Society in the importation of the best descriptions of live stock, are made to a great extent unavailing by the scarcity of food for the stock during the winter.

The rapid deterioration in live stock of all kinds, so evident in many of the outharbors, is mainly attributable to the cause above alluded to. Sufficient shelter and food are not provided for the long inclement season; and the stock pass off in condition to such an extent that the whole summer is required to put them in a state to stand the winter following.

During some years past the number of fine cattle, sheep and pigs imported by the Society and distributed in the various settlements was more than sufficient under ordinary circumstances to keep up to the mark the several breeds; and it is gratifying to know that in several of the districts this desirable object has, in a great measure been obtained, but in other localities your Committee regret to say that care and attention to live stock, have been sadly wanting; so much so that your Committee cannot recommend a renewal of live stock to such localities where dogs are more cared for than sheep, and the fine animals sent by the Society left to starve or be slaughtered, the people not being willing to find food for the winter's keep.

It is not to the poorer settlements that this condition of things is confined; the principal one in Trinity Bay where so many fine cattle and sheep have been sent gives no promise of improvement in agriculture or stock raising; and it is stated on good authority that butter and veal are not to form part of the exports from this settlement during the next summer, and that last season the supply of veal had fallen to one fourth the usual quantity.

Could we account for this deficieny in the supply of veal, by the care taken in rearing young stock it would be well; but the fact is that the breeding stock has seriously diminished in number, and likely to continue to decrease, unless the inhabitants take more care of the animals sent them by the Society. In and around Trinity cattle and sheep are confined to the lanes, with the most scanty feed, and at night are housed to prevent their destruction by dogs. Under such treat-

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ment sheep cannot thrive, the lambs are poor, many of them perishing, and the clip of wool is only one half of what it ought to be.

The cure for these evils lies in a great measure with the people themselves, but if they only shewed a willingness to turn their resources to account the Society would afford them every assistance in its power. Your Committee would suggest that in such localities as Trinity the sheep owners should combine and appoint one or more of their numbers shepherds to look after all the sheep in the settlement, keeping them on grazing lands selected for this purpose. Your Committee believe there can be little difficulty in selecting land fit for the purpose in the neighbourhood of many of the outharbors. The land selected, a house for the shepherd could be erected at a comparatively small cost, and the shepherd's wages met by a small charge per head on the sheep tended during the season. Were such a system as this adopted the Society could legitimately assist by an expenditure of money for sheep dogs; and possibly in obtaining the services of a good shepherd from the old country to put these men in the way of tending flocks properly, and teaching them the use of the sheep dog.

While upon this subject of great interest to the farming population, the Committee desire to offer a few further remarks.

They observe with great regret that the wise provisions made by the Legislature, to encourage the growth of sheep, are in many localities inoperative by reason of the neglect to carry into effect the existing law for the destruction of disowned and starving dogs. A few years ago under a more active execution of the laws, sheep rapidly multiplied and the manufacture of woollen fabrics largely increased. Of late, dogs not sheep have multiplied, and the people are becoming disheartened.

It is greatly to be deplored, that an element of wealth and comfort so material as sheep farming in Newfoundland is lost to the country. Where the law is carried into effect, as at the head of Conception Bay, at Belle Isle, Musgrave Town, and a few other places, the increase in sheep is very gratifying, and contrasts favorably with the miserable declension in other places.

Whilst remarking upon the want of diligence in some of the districts, in carrying into effect the act for the destruction of useless dogs,

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your Committee would suggest the advantage of appointing constables taken from other localities than that in which they have to do duty. By such an arrangement the law is more likely to be carried out fearlessly, than if the men were selected in their place of residence. Under the management of our present able Inspector, doubtless such methods will be adopted for carrying the law into effect, as will leave no further cause of complaint.

Your Committee did not deem it expedient to expend money in the importation of first-class sheep during the past season, and they cannot recommend any steps being taken in this direction until better arrangements are made for distributing and protecting this valuable stock.

Until the Society is left without the controlment placed upon it for some years past in the expenditure and distribution of the Agricultural Grants, it is feared that the outlay must continue to be almost a waste of the public funds; and if the Society is to continue its operations, and these operations really for the public good, it will be necessary to disencumber the grant from the restrictions of late years attached to it.

If the Society, in accepting the Agricultural Grant, are still to be compelled to expend a ratable proportion of the funds on certains districts, where there is little or no means of making the expenditure useful, in an agricultural point of view, far better invest the amount in bread and flour, butter and pork, than in first-class sheep, only to be destroyed by dogs; or in dairy stock, only to be starved to death or slaughtered to save the winters keep; for such your Committee fears, is the result in many cases under the present system.

The Committee take this opportunity of directing public attention to the extraordinary fact, that in St. John's, the capital of the colony and the centre of its agriculture, with a population exceeding twenty thousand souls, there is no public market of any kind; to a stranger such an anomaly seems incredible, and impresses them with an unfavorable opinion of our civilization.

The Committee believe that there is not a village in Great Britain, or in any of Her Majesty's Colonies, except Newfoundland, with inhabitants one-twentieth of those which St. John's numbers, that is not provided with a suitable public market.

MISCELLANEOUS.

The active intervention of the Government, or at least of some patriotic member of the Legislature, is all that is required to remove this disparaging blot upon our civilization and to prevent the contemptous remarks that are made respecting us by travellers.

Private money would be forthcoming in abundance to make the necessary erections, if only a suitable site were granted, and the requisite provisions made, to guarantee a small interest and incorporate the shareholders.

Your Committee regret to observe that no increase has taken place during the past year, in arrivals from the outports, of agricultural produce, possibly arising from the want of a public market, and also from the facilities at one time anticipated from Coastal Steam not turning out such as to induce the outharbor farmers to ship their surplus products, but, whatever be the cause, your Committee hope that in the new contract for the Coastal Service, such facilities will be secured for shipping produce from the principal outports to St. John's, as will induce an increased supply to this market, and thus stimulate the settlers to extend the area of cultivation.

Early in the season your Committee imported from the United States twelve barrels of the most approved seed potatoes. This fine seed was was sold in limited quantities to each purchaser, by which means it passed into the hands of many of the principal growers; and it is gratifying to learn that the produce was abundant and of excellent quality. Favorable reports of the result of the potatoe crop have been received from most of the outports, and judging from the great breadth sown last spring, abundance of this valuable root must be available as food this winter. The renewal of the seed from time to time seems to be the best means of invigorating the plant and enabling it to resist the blight. Your Committee would therefore recommend that seed potatoes of the most approved sorts, be imported early the ensuing spring from Great Britain and also from the United States.

Seed Barley was also imported to a small extent, to meet the wants of some of the growers in the St. John's districts. This was sold in a similar way and the results have proved most satisfactory.

Through the kindness of the Hon. Stephen Rendell your Committee was enabled to procure from London some of the finest poultry

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ever brought to this Colony, consisting of Brown Brahma Pootras, White Brahmas, Partridge, Cochins, Grey Rowen Ducks, and Hardy Essex Ducks. These birds of the best blood and size to be had in the United Kingdom, were sold at auction, and having gone into careful hands great improvement may be expected in this description of stock.

Your Committee did not deem it expedient to import dairy stock during the past season but they met the requirements of several of the settlements by purchasing bull calves of the best breed and placing them in the care of industrious farmers to be reared for the improvement of the dairy stock in these localities.

In former reports and particularly in that for the year 1875, opinions are expressed strongly adverse to the gratuitous distribution of garden seeds. The views of your Committee on this subject so thoroughly coincide with the opinions expressed in these reports, that they declined to expend any part of the Society's funds in the purchase of garden seeds. It was evident for some time past that the necessity for such a distribution of seeds had ceased, as such seeds could easily be procured at the stores in Saint John's and Harbor Grace. The expenditure had therefore become little better than a waste of the Society's funds, which are never more than sufficient to meet the requisite importation of live stock, and other equally important modes of stimulating agriculture in this Colony.

Your Committee considering it necessary to retain the imported bull Prince for a further period in the district of Saint John's, have placed him on Mr. Jocelyn's farm, and they also retain on the same farm the stud-horse Royal Harry.

The young stock after these animals has turned out everything the Committee could desire, many of the colts and fillies being animals of great promise.

In consequence of an over-expenditure in 1875 arising from a larger outlay in Garden Seeds than was intended, and which over-expenditure had to be met from the Agricultural Grant of 1876, your Committee did not deem it prudent to hold the usual show, but decided on waiting until another year when such prizes will be offered as may

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tend to encourage an active competition in the display of farm produce and live stock.

On the arrival in the Colony of His Excellency Sir John Hawley Glover, your Committee had the honor of presenting an address of congratulation, and asking His Excellency to become patron of the Society. His Excellency was pleased to make the following most gracious reply acceding to the Society's wishes by becoming its patron :—

GOVERNMENT HOUSE,
Newfoundland,
11th May, 1876.

GENTLEMEN OF THE NEWFOUNDLAND AGRICULTURAL SOCIETY,—

I beg you to receive my thanks for your kind expression of welcome to me on attaining the Government of this important dependency of the British Crown.

Let me assure you that no effort shall be wanting on my part which may conduce to the prosperity and good government of its inhabitants.

The object for which you, gentlemen, are associated together, is one of the greatest importance, tending, as in course of time it must, to render this Island independant of the neighboring continent for its food supplies; while on the other hand it will elevate the condition of the poorer classes of our fellow-citizens by instilling them with a sense of feeling and self-respect by placing them independant of the charity of their fellow-citizens after a scanty fishing season.

I am glad to read in your report the annual vote of the Legislature in aid of your meritorious and patriotic efforts, by pressing on the attention of the fishermen and others the necessity of producing food for their families from the soil as well as from the sea and aiding them to attain this most important result.

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The development of the mineral resources of the country must involve a large influx of both capital and labor, and additional food will be required. Unless food can be produced for the maintenance of this increase in the population it will be imported from Prince Edward's Island, New Brunswick and Nova Scotia, consequently the money to purchase these necessaries will go to those provinces instead of circulating through the hands of all classes of the trading community of this Island.

This is a question the result of which I am sure will be evident to all, and I would ask you, Gentlemen, to give it your attention and to disseminate the lesson it should teach to those to whom you distribute your seed.

I accept with pleasure the honor you tender me in asking me to become the Patron of the Newfoundland Agricultural Society, and I avail myself of the opportunity thus offered to assure you of the great interest I feel and the importance I attach to the success of your exertions to develop the agricultural resources of the soil as well as the improvement you are endeavoring to introduce in the breed of cattle and poultry in this Island.

The Committee take this opportunity of gratefully acknowledging the cordial co-operation of the Government in its endeavors for the advancement of agriculture in the colony, and of thanking the Legislature for the grants of money in aid of its funds.

In the expenditure and distribution of the funds placed at the Society's disposal it has been an invariable rule to act with perfect impartiality and wholly without advantage to individual members, and if it shall please the Government and Legislature to appropriate a further sum of money for the advancement of Agriculture in the Colony, and place it at the disposal of the Society, its most earnest desire will be to expend and distribute the money impartially, with economy and solely for the public good.

(Signed,)

JOHN H. WARREN,
President.

W. F. RENNIE,
Secretary.

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Dr. *The Newfoundland Agricultural Society*

1876.				
Jan.	—To balance due the Treasurer from 1875.....	£51	17	1
June 2	" Invoice of 12 barrels of Potatoes from Boston United States	6	19	3
5	" one young bull for Placentia Bay	9	10	0
16	" one ditto	4	0	0
	" S. Guscott, for keep of bull calt.....	3	10	0
30	" one year rent of room	5	0	0
	" James Neil, keep of bull for Burin.....	12	2	6
July 26	" Parker, one plough for Bonavista Bay.....	2	12	6
Aug. 2	" Invoice of poultry from London	31	11	5
Sept. 7	" one young bull for Catalina.....	7	10	0
30	" eight young pigs (distributed as under)..... (Bonavista Bay, 2; Twillingate, 2; Ferryland, 4.)	6	3	0
Dec. 27	" Austin and McAslan, seed barley.....	4	17	10
30	" forty sheep for outharbors (as under)..... (St. John's West, 2; Trinity Bay, 16; Bonavista Bay, 11; Twillingate, 4; Placentia and St. Mary's, 7.)	57	14	1
	" J. & W. Pitts, seed oats.....		11	9
	" one young bull for Ferryland.....	7	0	0
	" one ditto for Fortune Bay.....	5	15	6
	" Cartage, freight and charges forwarding cattle and sheep.....	11	12	6
	" Advertising and printing notices and bonds....	11	2	6
	" Stationery and printing report.....	4	19	8
	Carried forward.....	£344	9	7

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in account with the Treasurer for the year 1876. *Cr.*

1876.					
May 30.—By	cash from the Receiver General.....	£150	0	0
June 26 "	ditto ditto	125	0	0
Dec. 30 "	subscriptions.....	7	5	0
" "	proceeds of sales of poultry.....	19	0	0
" "	ditto ditto potatoes and barley....	12	6	6
" "	balance due the Treasurer.....	31	17	7
	Carried forward.....	£345	9	1

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Dr. *The Newfoundland Agricultural Society*

1876.

Brought forward.....	£244	9	7
Dec. 30.—To John Bell, keep of sheep for Bonavista.....	4	14	6
" cost of keeping bull " Prince ".....	20	0	0
" John Jocelyn, 15 months' keep of stud horse Royal Harry.....	31	5	0
" Secretary's Salary for 12 months.....	45	0	0
	£345	9	1

(Signed,)

J. T. NEVILL, } *Auditors.*
J. C. WITHERS, }

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in account with the Treasurer for the year 1876. *Cr.*

Brought forward.....	£345 9 1
	£345 9 1

(Signed),

JOSEPH CROWDY,

Treasurer.

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Report of Inspector of Light Houses and Public Works for the year 1876.

BOARD OF WORKS OFFICE,
DEPARTMENT OF LIGHT HOUSES AND PUBLIC WORKS,
St. John's, Newfoundland, 1st January, 1877.

SIR,—

Attached hereto I have the honor to lay before you my report upon Light Houses and Public Buildings for the past year, together with estimates of the expenditure required for the current one.

The S.S. *Hercules* was employed for the inspection of the Northern Light Houses, and every station was visited without causing further delay than that necessary for landing, and the necessary examinations of the several stations.

The only western light house visited was the one at Cape Pine. Ferryland was visited twice.

I found the keepers (with one exception) very attentive in the discharge of their duties, and details requiring to be seen to during the current year are described in the report.

Early last season the kerosene oil store, erected under contract by Mr. Thos. Burridge, was completed and put in use. It seems to answer its purpose well, and some visitors who have seen similar store houses elsewhere, speak favorably of its arrangements.

The light house at Long Point, Twillingate, has been completed and put in operation. The light is an excellent one, and gives general satisfaction.

Early last spring a launchway was constructed at Biscayan Cove to be used as a landing place for the materials and stone for the then

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proposed light at Cape St. Francis. A road was made from the landing-way to the end of the light house road, made some years since, and a store house was erected. Plans and specifications for the light house were submitted to public competition for tenders, and the work undertaken by Messrs. Cameron & Carnell, and has been so far performed that the light can be put in operation on the 10th inst. The necessary buildings for a fog alarm are combined with the light house, and when the former is equipped the station will be very useful. The light house and burner are of excellent character of their order.

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 Board of Works.

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LIGHT HOUSES.

WADHAM'S ISLAND LIGHT HOUSE.

The supply of water on the island has become quite inadequate for the wants of the many people now resorting to the island during the fishing season; it therefore was necessary to provide properly for the light keepers and their families independently of other residents. For this purpose materials have been forwarded for the construstion of a brick tank to receive the water collected from the roofs of the buildings, this plan having been found effective at Green Island. The tank is to be built as early as possible this year.

PUFFIN ISLAND LIGHT HOUSE.

A small cook-house for summer use, would be a great addition to the comfort of the keeper, and be more healthful than the enforced use of a cooking stove in the kitchen, that being usually the family sitting room. The materials for the wharf, purchased last year have not been delivered,

CAPE BONAVISTA LIGHT HOUSE.

The water supply is not of a satisfactory quality. An attempt has been made to sink well in a new place, and I hope it will answer. A filter is required, all the water in this neighborhood being full of organic matter. The accommodation in the house is insufficient for the keeper's family. A lean-to can be erected which would give necessary room, at a cost of $

GREEN ISLAND LIGHT HOUSE.

Decayed spots in the freestone drum of the lantern have been replaced with brick work in cement. The store requires further repairs. New fences on the south-west and north-east sides of the dwelling

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house are required. A plank road, requiring three hundred feet lumber, should be made across a swampy place between the landing and house, to facilitate the conveyance of coals, stores, &c., from the former to the latter.

BACCALIEU LIGHT HOUSE.

The work mentioned in my last report not having been done, it is necessary it should be carried out this year.

It is with regret I have to mention that when this station was inspected at 2 A.M., on 5th August last, the keeper (whose watch it was) was not attending to his duties. An enquiry being necessary, the matter was brought before the Board, and the keeper informed that he would be reduced to the grade of assistant keeper, and removed to another station.

HARBOR GRACE ISLAND LIGHT.

Not having visited this Island for two years, its decreased size from the foundering of the cliffs, was very apparent to me. Falls of rock continue to take place from time to time.

Harbor Grace Beacon will require strengthening.

LEADING LIGHTS, ST. JOHN'S.

These lights not being sufficiently good for the requirements of the present time, I beg to recommend the early adoption of the designs submitted by me last year for their improvement.

FORT AMHERST LIGHT HOUSE.

The building should be whitewashed outside this year. Repairs have been made to the road and fences. The fog gun has been revented.

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CAPE SPEAR LIGHT HOUSE.

Some of the roofs have been repaired, as also the store at the landing place and the road thereto. A new oil store has been built.

FERRYLAND HEAD LIGHT HOUSE.

The necesary materials for repairing the brickwork of the tower, were forwarded in due time from St. John's, but were not delivered in Ferryland sufficiently early for the work to be done; they are now in store ready for early use.

CAPE PINE LIGHT HOUSE.

The repairs to the road from Trepassey to Cape Pine continue to be made at the expense of the light house, notwithstanding two-thirds of the distance is made use of as the public road to St. Shott's.

DODDING HEAD LIGHT HOUSE.

The sills of the house being rotten, were taken out and replaced with new ones, the work being done by the keepers. Rumors of irregularity of performance in this light have been heard from time to time. Careful enquiry has been made to ascertain if there was any neglect on the part of the keepers in their light room duties, but without discovering any definite charge. The machine stopped on one or two occasions, but the alterations made in the bearings of the fly shaft will, in all probability, prevent a recurrence of the evil.

From all these light houses, and those not specially named herein, the usual monthly reports have been received, keeping me informed of the working of the several stations, and all have been supplied with the usual stores, oil and fuel.

CHANNEL HEAD LIGHT HOUSE.

A dwelling house for the keeper of this station is much required, as at present the light is operated by a resident on the opposite side of

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the gut. This gut is at times very difficult to cross, and the keeper could not reach the tower on and consequently the light was not in operation. It is very necessary to obviate this difficulty, and a house can be erected on the island adjoining the light tower for two thousand dollars. The keeper's salary will also have to be raised to the same amount as given to others similarly placed.

Respectfully submitted,

J. NEVILL,

Inspector of Light Houses.

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PUBLIC BUILDINGS.

HOSPITAL, QUIDIVIDI.

The fence around the grounds (the materials for which were provided in 1875) has been put up and whitewashed. The external walls of the buildings should be painted with A. C. paint, and the walls of the wards should also be painted. The ceilings require whitewashing. The brick-work of the females' wards should be rendered in cement, and the exposed beams planed, cased and painted. The wash-house buildings (old) require some repairs. The present dead-house should be added to the laundry, and a new dead-house provided. These works will cost about $2,000.

LUNATIC ASYLUM.

The method of supplying water to this institution, recommended in my last report, has been carried out. Its usefulness will be very great, both from a sanitary point of view and economically.

An addition has been made to the boiler-house, giving suitable accommodation for the new boiler. The latter is now in operation; steam can be got up in it quickly and is readily maintained. The boiler-house chimney has been increased in size and height, with benefit to the draught in the boiler furnaces.

The works necessary for completing the new males' wing were resumed and contracts entered into for the performance of the unfinished carpenter work and painting. The steam fittings for heating and ventilation were proceeded with by Mr. Forster. This work has taken a considerable time, owing to the difficulty of getting suitable mechanics to assist him. Also some necessary material did not come from Boston as quickly as might have been expected, although ordered immediately after instructions were given for commencing the work. This new wing is a thoroughly strong, substantial building, suitable in every respect for the accommodation of male patients of the worst class. It is supplied with baths, (with a hot and cold water service to them,) lavatories, urinals, and earth closets. Ample provision has

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been made for the admission of fresh and the extraction of foul air, while the former is warmed by passing over steam coils placed in the corridors. This method, it is thought, will be an improvement upon the heating apparatus in the other parts of the building, as it will furnish a sufficient amount of warmed air throughout, and that necessary for personal comfort, *radiant heat.*

The cost of the beds (nearly $800) has been charged to the expenses of the building. This amount will have to be provided otherwise, as it and the unexpended balance are necessary for defraying outstanding claims. An addition to the laundry is required; it was barely large enough before the addition of the two last wings, and is now quite inadequate for the work that has to be done in it. The proposed addition will allow of the waste heat from the steam boilers being used for drying purposes. This work will cost one thousand dollars.

The medical superintendent represents that there is annoyance to the patients in the new female wing from the ready transmission of sound from one floor to the other. This caused by no deafening having been used between the floor. It was omitted because great practical inconvenience had been felt in the old females wing, by its becoming saturated with urine from patients of dirty habits. It now seems that this evil is smaller than that of the noise. It will not be difficult to put in deafening.

A day-room with a south window is also asked for this wing. No doubt it would add to the comfort of the patients, but at the same time it is right to state that the corridors are large, light, and well ventilated, and with a good country view from the eastern windows. The cost of this day-room will be one thousand dollars.

The medical superintendent also asks for additional staircases, on the ground that the existing ones are inadequate for the escape of patients, in case of fire in the new wings. In this opinion I do not coincide. The stairs are of stone, between brick walls; therefore incombustible, and available while the buildings were burning, should a fire unfortunately occur, and they are placed in the most central situations. Further, the buildings themselves are of brick and stone, without light, any combustible wood finishings, are unlikely to take fire, and would burn but slowly, the floors and doors being the only available ood for flame.

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The short males' wing will have to be reslated, a great many slates being broken and displaced. Many of the eave shoots will have to be renewed, and all the roofs will have to be repaired.

The wood floor in the day-room and corridor in the old males' wing is worn out and should be renewed with hardwood, two softwood ones having already been laid. The bath-room floors (old wings) are rotten, and new ones are required. Some plastering has fallen and should be renewed. The fences to mens' airing yard will have to be altered to suit the entrances to the new mens' wing. These with incidental repairs and the deafening in females' wing, will cost one thousand two hundred dollars.

COURT HOUSE, ST. JOHN'S.

Repairs have been made to this building from time to time as the necessity for them arose, both in the different offices and to the roofs. With regard to the lock-up, I must repeat my former reports, "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." Some repairs are required to plastering in different parts of the building, the outside walls require examining, and any defective joints repointing with cement. The Chief Clerk and Registrar's office requires cleaning, painting and papering, and fittings are required in the Record room. The lead on the roof will require further repairs.

The Post Office officials complain very much of the injury they receive from the strong currents of air passing through the delivery windows at which they have to stand. This can be remedied by putting a glass partition across the eastern hall, with doors, &c., as it seems that the doors put at the eastern entrance for the same purpose some years since cannot be kept closed without inconvenience to the constables going to the lock-up. These works with the necessary incidental repairs, will cost nine hundred dollars.

The stone steps at the side of the Court House on the hill require resetting. As they are used as a public thoroughfare the cost of repairing them seems to belong more properly to the streets and roads than to public buildings, I have not included them in my estimate.

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PENITENTIARY.

The wash-house and work-shop commenced by some of the prisoners will have to be completed. The boundary fence will require repairing to a considerable extent. These with incidental repairs will require nine hundred dollars.

The heating and ventilation carried out in 1875 continues to work efficiently.

POOR ASYLUM.

The water supply has for some time past been inadequate to the wants of the institution, furnished as it has been by a small stream and a half-inch pipe from the Water Company's main; the former is decreasing, and the latter is not sufficiently large to afford a proper supply. A three inch cast iron main should be laid up the poor house lane. The lead of the flat roof has cracked in many places, and is so defective as to render it advisable to remove it and put a felt, pitch and gravel roof in its place.

Shoots are required to the eaves. These matters will cost nine hundred and forty dollars.

CUSTOM HOUSE.

The outside wood work requires painting. This with incidental repairs will cost four hundred dollars.

COLONIAL BUILDING.

The external walls require to be examined and any defective joints made good with cement. The wood work of doors and sashes should be painted. The side porches require repairs and new roofs and the water closet in the yard should have new sills and be repaired. The fences require repairs. These, with incidental expenses for repairs, will cost eight hundred dollars.

At the block house and government house lodges, the usual incidental repairs have been performed during the past year, and will be required during the current one.

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IMPERIAL BUILDINGS.

These old buildings (if maintained) will continue to be a source of expense for repairs; but little has been done to them during the past season, the chief work having been some pointing to the mason's work of the walls and buttresses of the old gaol on Signal Hill; some repairs to the magazines in use for the noon gun ammunition.

A new fence to the museum grounds is essential; and if it is intended to maintain the various barrack buildings at Fort William and and at Signal Hill, early repairs to the roofs and chimneys are imperative.

Respectfully submitted,

J. T. NEVILLE,
Supt. Public Buildings.

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REPAIRS OF PUBLIC BUILDINGS.

St. John's Court House	$ 900
" Penitentiary	900
Outport Court Houses and Gaols	1,000
Lunatic Asylum	1,200
Poor Asylum	940
St. John's Hospital, Quidividi	2,000
Custom House	400
Colonial Building	800
Block House	200
Imperial property	1,200
Guard Room, Lodge and Gardener's House	280
Drill Shed	200
Kerosene Oil Store	100
	$10,120

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ESTIMATED COST OF NEW WORKS, 1877.

PUBLIC BUILDINGS.

Additional Laundry and Wash House at the Lunatic Asylum	$1,000
Day Room, East-end Female Wing, Lunatic Asylum	1,000

LIGHT HOUSES.

St. John's Leading Lights	800
Cape St. Francis, unexpended balance	
Channel Head, New House for Keeper	2,000
" Addition to Keeper's Salary	

J. T. NEVILL,

Inspector, &c.

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NEWFOUNDLAND LIGHTS.

ESTIMATE OF COST OF MAINTENANCE FOR THE YEAR 1877.

Long Point, Twillingate	$1,600
Cann Island, Seldom-come-by	800
Offer Wadhams Island	1,400
Puffin Island, Greenspond	800
Cape Bonavista	1,850
Green Island, Catalina	1,600
Fort Point, Trinity	350
Baccalieu Island	2,400
Harbor Grace Island	1,500
Ditto Beacon	800
Fort Amherst	1,400
St. John's Leading Lights	200
Cape Spear	1,500
Ferryland Head	1,800
Cape Pine	1,700
Cape St. Mary's	1,800
Dodding Head	1,400
Brunette Island	1,400
Garnish	150
Belloram	250
Rocky Point, Harbor Briton	150
Boar Island, Burgeo	800
Rose Blanche	200
Channel Head	350
Inspector's Salary	800
Contingencies	1,000
	$28,600

J. T. NEVILL, *Inspector, &c.*

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Report of Auditor of Public Accounts.

St. John's, Newfoundland,
15th March, 1877.

The Honourable
Colonial Secretary.

Sir,—

I respectfully submit the following report for the information of His Excellency the Governor and Council.

My reports must be somewhat of a routine character, and cannot well be otherwise. I will, however, from time to time, have some remarks to make respecting the public accounts, which I hope may prove satisfactory.

THE COMMISSIONER OF THE POOR.

I examined the weekly statement submitted to me by the Commissioner of the Poor, compared his vouchers with the entries in the statement, and found that the amount of cash he had received from Government was correctly accounted for. I also took off the amount of all the vouchers, added them up, and when I found the total agree with the sum charged in his statement, 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 by this department are, to the best of my belief, correctly and faithfully carried out.

Amount of poor relief expended throughout the colony in the year 1876..... £22,542 5 6

Outharbor Commissioners should give notes of hand to the poor for their allowance *in advance* on the first day of each quarter or half

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year, so that the recipients of poor relief may go where they please with their notes of hand, make their own bargains, and not be compelled, as most of them are, to take their allowance up in the shop or store of a Commissioner of the poor.

There are many of the outharbor Commissioners who retain in their own possession the notes of hand they should give the poor. This is not right.

I again repeat that those notes of hand, supposed to be given by the Commissioners to the poor, are just as valuable as Union or Commercial Bank notes,—the Commissioner of the poor at St. John's paying those notes of hand in cash, on presentation.

The outharbor poor should receive the full benefit of such a mode of payment, and this can only be done by the Commissioners giving to the poor notes of hand for their allowance in advance each quarter or half year.

THE TREASURY DEPARTMENT.

I compared the accounts of this department with the entries in their books, and found that the amount of bonds and cash, paid into the Treasury by the Customs' department, the Post Office department, the Surveyor General's department, the fees of office received from the various public establishments, and debentures paid off were all correctly entered.

The gross amount of fees of office do not as yet reach the Treasury; the officers of our various public institutions pay on their own authority, out of the fees they collect, certain sums to Constables and others, merely remitting to the Treasury any balance they may have remaining.

All fees of office, without any deduction, ought to be sent to the Treasury department, and at the same time the officers I have alluded to, should forward to the Colonial Secretary an account of all charges they were liable for, and if the charges were correct, and no doubt, as I stated last year, they would be found all right, a warrant would at

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once be issued for the amount of their accounts, and the transactions closed in a satisfactory manner.

By this system, the gross amount of all fees of office collected throughout the colony, would appear in the accounts of the Receiver General, that are each session laid on the table of the House of Assembly for the information of the Legislature.

THE CUSTOMS' DEPARTMENT.

I examined all the Warrants that had been entered for the Customs' duties at the St. John's and outport Custom Houses during the year 1876, compared them with their office books, and found all had been correctly entered. The Assistant Collector handed me vouchers, signed by the Receiver General, for all bonds and cash paid into the Treasury, which, agreeing with the books, I signed the Customs' accounts.

Amount of Revenue from Customs' Duties....	£201,947	18	7
Amount of Revenue collected by the Post Office.....	3,750	0	0
Amount of miscellaneous Revenues.....	5,922	16	9
Total Revenue of the Colony for year 1876....	£211,620	15	4

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AMOUNT OF CUSTOMS' DUTIES AND MISCELLANEOUS REVENUES COLLECTED IN NEWFOUNDLAND AND LABRADOR THE PAST SIX YEARS.

Years.	Customs' 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
1875	784,553 80	23,890 56
	$4,688,602 32	$126,327 45
Average of 6 year	$781,433 72	$21,054 57

IN CURRENCY.

Average amount of	Customs' Duties	£195,358	8	8
Ditto	Postal Revenue	2,328	0	0
Ditto	Miscellaneous Revenues	5,263	12	4
Total average Revenue		£202,950	1	0

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THE FINANCIAL SECRETARY'S DEPARTMENT.

I stated in my last report that the books of this department were formerly kept by single entry. They have been kept the past two years by double entry, a great improvement on the previous system.

The accounts furnished by this department, and the consolidated statement that shows the final result of the financial operations of the colony of Newfoundland for the year ending 31st December, 1876, have been made out carefully and correctly in the Finance Office, "so far as the practice has heretofore been of making them out in this department."

I may mention that the warrants issued by the Financial Secretary during the year do not show the actual expenditure of the colony. For instance, the charge for collecting the revenue by the Customs' department, and the interest of our public debt not being paid by warrant, those items of public expenditure do not appear in the consolidated statement of the Financial Secretary.

I wish also to state that, in my opinion, warrants should not be issued from the Finance Office for the expenditure incurred on light-houses or Cape Race alarm, for this reason, that there are separate funds provided to meet the outlay for those services, and as the money does not come out of the general revenue of the colony, the expenditure on light-houses and Cape Race alarm should not appear in the consolidated statement of the Financial Secretary.

I would respectfully recommend that the accounts of light-houses and Cape Race alarm be no longer kept in the Finance Office, so that the outlay on account of those services may not in future be mixed up with the general expenditure of the colony.

I would also suggest that the charge for collecting the Customs' Revenue and the interest of the public debt be added, *as a memorandum*, at the foot of the column that shows the expenditure of the colony in the Financial Secretary's consolidated statement of our monetary affairs.

Should those alterations be approved of and carried out, the real expenditure of the colony of Newfoundland would then be seen at a

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glance in the consolidated statement, I have alluded to that is furnished each session of the House of Assembly for the information of the Legislature.

THE GENERAL WATER COMPANY.

I examined the accounts of this department, compared them with their books, and found the entries correctly made. The Accountant handed me vouchers that showed the amount of payments made on account of the various outlays of the Company. I compared the vouchers with the books, and finding all the transactions of the department carefully and correctly entered by the Accountant, I signed the accounts of the General Water Company.

THE SURVEYOR GENERAL'S DEPARTMENT.

I compared the accounts of this department with the entries in their books and found them correct.

The Accountant produced vouchers signed by the Receiver General, showing the amount of fees of office paid into the Treasury by this department, which, agreeing with the books, I signed the accounts of the Surveyor General.

Amount of fees paid the Treasury in 1876.....	£525	0	0
Remaining on hand 31st December, 1876.....	20	8	7

THE POST OFFICE DEPARTMENT.

I examined the accounts of this department, compared them with vouchers handed me by the accountant, and found all carefully and correctly entered.

The amount of revenue paid by this department into the Treasury agreeing with the receipts signed by the Receiver General, I signed the accounts of the Post Master General.

Amount of revenue paid by this department into the Treasury in the year 1876.....	£3,750	0	0

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THE BOARD OF WORKS.

I examined the accounts of this department and found them correctly made out.

Referring respectfully to my report of last year for further particulars respecting this department, I merely now recapitulate the method adopted for examining the daily transactions of the Board o Works.

The Accountant reads off from the fly-leaf of the cheque book the amount of all cheques drawn by the Chairman during the day on the Bank; as the cheques are read off a voucher is produced; that I examine to see if 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 payments have been made, as I have just stated, by the cheques of the Chairman on the Bank.

The requisition is then 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 Bank and there passed to the credit of the Board of Works. This closes the daily transactions of the department, and are examined by me, as I have just stated, so far as the cheques of the Chairman on the Bank are concerned, for the daily expenditure of the Board of Works.

Respectfully submitted,

THOS. GLEN,
Auditor of Public Accounts.

MISCELLANEOUS.

Report of John Maher on Breakwater at Cat Harbor, 1876.

St. John's, Newfoundland,
December 31st, 1876.

C. Duder, Esq.,
Chairman Board of Works.

Sir,—

I beg respectfully to inform you that I have examined, and made survey of, the site for breakwater at Cat Harbor, district of Twillingate and Fogo, and beg to submit the following report.

Cat Harbor is an isolated place, situate near Cape Freels, and about twenty miles north of Greenspond.

It is a very exposed and shallow harbor, and is divided into two portions, viz:—Cat Harbor proper, and Seal's Cove, by a small low island, twenty-eight chains in length, and fourteen chains in breadth, called Cat Island.

It is from the south-eastern extremity of this island and running south at nearly at right angle that the breakwater is contemplated to be built.

The site selected is in every way suitable; the position is on a narrow shoal, covered by five feet of water at low tide, and runs out from the island to a distance of nine hundred and sixty feet, where it terminates or rests upon, two large rocks, which are always above water, and are similar in appearance to Chain Rock in the Narrows of St. John's. Scattered over this shoal at irregular intervals, and at some distance from each other are immense boulders and spars of rock, visible above the surface of the water at low tide, and which will afford an excellent and safe holding ground for frame work.

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Thence across to Windmill Point, a distance of seventeen hundred feet, is a bold and spacious channel, forming the south entrance to the harbor, and with a sufficient depth of water to admit the largest craft.

The place seems to be peculiarly adapted for the construction of a work of this nature, and on no part of the coast is a harbor of refuge more required than on this straight shore of Cape Freels.

Even now, although experienced mariners consider it extremely hazardous to lie here in some winds, yet it is much resorted to by every description of craft going north and south, and is availed of to a great extent by crafts from Green Bay, Bonavista Bay, and Trinity Bay, these craft being frequently compelled to run for this harbor, having no other alternative, many of them sustaining considerable damage and in some instances becoming total wrecks.

The remedy for this state of things lies in the construction of a breakwater which will supply that protection heretofore so much needed, not only to the fishing population of Cat Harbor and Seals Cove, but will also afford a harbor of refuge to crafts from every part of the shore, and from those three large bays before mentioned.

The average depth of water at low tide in Cat Harbor is eighteen feet, with a bottom of fine sand and mud. The average rise of the tide is six feet, except in the case of a strong easterly wind.

Timber is not abundant in the vicinity, but further north some sticks can be obtained of suitable dimensions. Ballast in sufficient quantities is at hand in the immediate vicinity of the breakwater on Cat Island, and can be placed in the work at a moderate cost.

The total length of the breakwater, if run out to the above mentioned rocks and shown in the plan accompanying this report, will be nine hundred and sixty feet.

The frame work to contain the ballast, will be constructed in the form of the geometrical figure a trapezoid, having a base of forty-two feet, the opposite parallel side seventeen feet, and the height seventeen feet six inches. The inclined side of the figure will present itself to

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the force of the waves, admitting them to pass over without causing any material injury to the breakwater, then to fall broken and harmless over the inner side in surf or foam.

The work to be built efficiently, will require for its construction three hundred tons of six inch scantling, one hundred tons of eight inch scantling, fifty tons of twelve inch scantling, and sixty-two thousand superficial feet of one-and-half inch spruce plank for sheating, besides knees, bolts, spikes, trennels, boat hire, freight, labor, &c.

The cubic capacity for ballast will be one thousand tons, (at 50 cents per ton), which ought to be more than sufficient to resist any wave, or tidal pressure or floating ice it may have to encounter.

The estimated cost, exclusive of iron sheating, will be therefore, two thousand four hundred pounds currency, $9,600.

This amount can be reduced by working in round timber of a suitable size, procurable in the neighborhood; but the estimate is based upon timber to be obtained either from Green Bay or Bonavista Bay.

By reference to the accompanying plan it will be seen that those two large rocks already referred to, are so situated that they form a natural safety wall for the outer edge of the breakwater, fortifying it as it were and affording a holding ground for the work at its weakest and most exposed place. It will therefore be necessary to run out the work to this point to obtain the greatest amount of strength and stability possible, which accounts for the necessarily large amount of the estimate.

I have the honor to be,

Sir,

Your obedient servant,

JOHN MAHER.

MISCELLANEOUS.

Report of Mail Officer, Labrador Service for 1876.

LABRADOR MAIL STEAMER WALRUS,
BATTLE HARBOR,
10th October, 1876.

SIR,—

In compliance with your instructions to forward to the Department any intelligence I could forward for the information of the Government, I therefore beg leave to acquaint you that the practice of casting out ballast in the roadsteads of the principal harbors on the coast of Labrador is injurious to safe anchorage as was shown during the late gales on the coast. I was requested by many to bring the matter under notice so that means may be adopted to prevent a recurrence of such an injurious practice.

The retail of spirituous liquors is in some measure abandoned in several harbors; yet in some of the principal harbors the practice continues to the injury of many, notwithstanding I have not heard of a serious breach of the peace or of any act of a criminal nature.

Considering the numbers that resort the Labrador, I could not discover that more than six persons were accidentally drowned, and that about five persons, male and female, died a natural death.

I have already acquainted you of the several fishing craft which were totally lost during the late gales, together with their cargoes of fish and oil, which have left numbers destitute. Two foreign vessels also were shipwrecked, one at Brig Harbor the other at Tub Harbor, both of which were surveyed, condemned and sold.

There are an Episcopal Church at Forteau, a Roman Catholic Chapel at Pinware, and an Episcopal Church and Wesleyan Chapel at Red Bay, and an Episcopal Church at Battle Harbor, and a Roman Catholic Chapel at Matthews Cove. There is stationed at Forteau an Episcopal Missionary, and at Red Bay a Wesleyan Missionary; they

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attend alternately the Newfoundland side. The whole resident population would be supplied, in a religious point of view, were a Roman Catholic Missionary located at Pinware. At Battle Harbor a resident Episcopal clergyman resides, who attend from Chateau to Seal Islands.

There are a native population scattered along the coast from Batteau to Indian Harbor, amounting to nearly five hundred, all are Episcopalian Protestants; some of them said they were not visited by a clergyman the last thirty years. They appear to be an intelligent people desirous to be educated and anxious for religious instruction. I met upwards of forty at Rigoulet, they are the descendants of Englishmen and Esquimaux. They expressed a wish that their religious want may be brought under notice, and said if a few of their children, male and female, may be brought to Newfoundland and educated and sent back to them; the whole of them are located on the seaboard and could be easily visited during the summer season.

I have had the pleasure of meeting the Rev. Mr. Hepburn, Episcopalian Missionary, of the Diocese of Quebec; he resides at Mutton Bay about seventy miles west of Blanc Sablon. He travels along the coast, even down to Red Bay. He said two of his sisters came down with him last spring and opened a school at Mutton Bay. The people are building a house so that he may have a resting place. There are three others, called missionary teachers, sent by a religious association; one resides at or near Mutton Bay, a Mr. Butler, another at Bonne Esperana during the summer, and a lady missionary at Dog Islands. There is also a Roman Catholic missionary sent by a religious order from Natisquan, visits the coast down to Pinware; also a Roman Catholic missionary who visits the Indians of the interior; he travelled with two Indians last year from St. Augustine to the North River, about ninety miles west of Rigoulet; he was on his journey eleven days, when he met a number of Indians who came out to trade with the Hudson Bay Company. This summer he made a journey from North-west River with two Indians with a canoe to Ungava Bay, in Hudson's Straits; he was about thirty-three days on his journey he met the Indians of that Bay. He now is on his way to meet his superior at Montreal.

Education has not made much progress. There is a permanent school at Battle Harbor and at Pinware; a summer school at Forteau

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and at Cape Charles. I think a great deal more may be done were the people resorting here encouraged even to get the children together on Sundays.

A schooner owned and fitted up by Mr. Chick, of Boston, having on board about fifteen gentlemen on a pleasure party along the coast to Rigoulet; I understood that they were a party of respectable men.

There were also two schooners in the whale fishery; one of them manufactured their oil near Punch Bowl. I have heard they were not very successful.

I have the honor to be,

Sir,

Your obedient servant,

JAMES L. PRENDERGAST,
Mail Officer.

To JOHN DELANY, ESQ.,
Postmaster General,
St. John's.

MISCELLANEOUS.

Correspondence relative to grant of One Thousand Dollars to Boot and Shoe Manufacturing Company, 1876.

[COPY.]

ST. JOHN'S, NEWFOUNDLAND,
February 14th, 1876.

STATEMENT RESPECTING THE NEWFOUNDLAND BOOT AND SHOE MANUFACTURING COMPANY.

The factory has been built at a cost of £1750, supplied with machinery and plant costing £2500, and stocked with three months' supply of raw material such as leather, &c., costing £4875.

The amount of duty already paid to the revenue has been as follows :—

Paid on material used in constructing building.....	£30	6	0
Paid on machinery, plant and raw material.....	681	6	3
Total amount duty paid.....	£711	12	3

The number of hands now employed in the factory, besides the Manager and Accountant, is 40 men, 6 boys, 15 women and girls, total 61. These represent about 50 families.

The weekly amount paid in wages is from £50 to £55. The number of pairs boots and shoes now being manufactured is from 1000 to 1200 per week.

The consumption of raw material in the factory when in full working order will be as follows :—

For leather, paying 13 per cent., about $8000 per month.

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For findings, linings and trimmings, paying 13 per cent., about $1200 per month.

For coals, about 200 tons per annum.

The total amount of duty payable on this consumption would be about $15,000.

The full capacity of the factory for the employment of labor will give constant employment to 150 operatives, and will turn out from 2500 to 3000 pairs of boots and shoes of all kinds per week. The full amount of wages which will be paid under such circumstances, from £7500 to £7800 per annum.

The indirect duty accruing to the revenue from this unusual expenditure for labor in the country would be from $2500 to $3750 per annum.

The whole amount of duty secured to the revenue from the operations of the factory would be as follows :—

Direct duty on raw material consumed per annum....	$15,000
Indirect duty accruing from labor expenditure per annum, say.....	3,750
Total.....	$18,750

The Newfoundland boot and shoe factory has been undertaken on the *bona fide* understanding that the Government will encourage it from an appropriation for that purpose of $1000.

The Company has to compete with manufacturers in the Dominion of Canada who are allowed to import serges and linings, silks and threads, elastics and boot webs, used in the manufacture of boots and shoes, free of duty. The Company has already paid 13 per cent. on £1323 1s. 2d. (being a three months' supply of above goods), equal to $825.54.

MISCELLANEOUS.

The Company respectfully petition that in lieu of a remission of duty on these goods which would be inconvenient and differential the import duty on boots and shoes be increased to 20 per cent. as the resources of the country are now amply sufficient to supply the entire demand.

(Signed,)

C. R. AYRE, *President.*

JAMES BAIRD, *Vice-President.*

J. MURRAY, *Secretary.*

MISCELLANEOUS.

SECRETARY'S OFFICE,
20th March, 1876.

SIR,—

I have the honor to inform you that the Government will appropriate from the Grant for Home Industries the sum of One Thousand Dollars to the Boot and Shoe factory in lieu of a drawback of duty on machinery and in encouragement of a highly valuable enterprise.

I have, &c.,

(Signed),

E. D. SHEA.

C. R. AYRE, Esq.,
President Boot and Shoe Factory.

MISCELLANEOUS.

St. John's,
March 23, 1876.

To the Honourable
The Colonial Secretary.

Dear Sir,—

The Directors of the Boot and Shoe Manufacturing Company tender the Government their thanks for the appropriation of One Thousand Dollars from the Grant for Home Industries, in lieu of a drawback on machinery, &c., imported by the Company for their manufacturing.

On behalf of the Directors,

(Signed,)

C. R. AYRE,
President.

MISCELLANEOUS.

Report of the Newfoundland Boot and Shoe Factory for 1876.

TO THE HONOURABLE THE EXECUTIVE COUNCIL:

GENTLEMEN,—

The Directors of the Boot and Shoe Manufacturing Company, as in duty bound, respectfully submit to you in the first place the following report and accompanying Statements of the Company's proceedings during the past year, being the first year of its active operations.

The Company was projected under the immediate though informal auspices of your honourable body; and obtaining the confidence of the general business community and of those otherwise who had spare capital to invest; the necessary amount of stock to the value of forty thousand dollars was soon subscribed and paid into the treasury of the Company in three instalments, viz:—

Ten	per cent.	in May,	1875.
Forty	"	" Sept.,	"
Fifty	"	" Dec.,	"

A suitable site having been secured, enlarged by a subsequent purchase of land adjoining, a comfortable and substantial wooden building was quickly erected at Riverhead now known as

THE BOOT AND SHOE FACTORY;

and at the beginning of 1876 was ready for occupation. This building of three stories is sufficiently commodious for the employment of three hundred work people, and with a slight addition could be made to accommodate five hundred. It is fitted with boiler and engine of fifteen horse power and is heated throughout with steam at an almost nominal cost. The factory is now fully supplied and fitted with all the light machinery, utensils and appliances, of the most modern construction,

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for manufacturing the immense variety of boots and shoes now demanded by the trade, and supplied by manufacturers in Great Britain, the United States, and the Dominion of Canada, with all of whom the Company has to compete both in quality and price. The entire cost of the completed factory with the ground attached is as follows :—

Paid for land, two lots	$1381	25
" building (contract)	6639	80
" fitting up building	1635	94
	$9656	99

The Company went into active operation in the beginning of 1876, and has made fifty-five thousand one hundred and five (55,105) pairs of boots and shoes during that time, of which 51,799 pairs were sold and delivered, leaving a stock on hand of only 3,306 pairs at the end of the year.

During that time, and in the accomplishment of that result, the Company has disbursed the sum of Twenty-one Thousand Seven Hundred and Eighty-nine Dollars and Sixty-five Cents in labour, working its staff up gradually from thirteen men, one woman and two boys to ninety men, thirty-three women and fifteen boys, earning an aggregate of weekly wages of Five Hundred to Six Hundred Dollars, paid in cash on each Saturday night. The Company confidently expect to be able to work up their staff of women, girls and boys to double its present proportions during the ensuing year, and to spend annually for the future the full amount of its capital, or Forty Thousand Dollars in labour that has heretofore been spent in foreign markets.

By a comparison of the two foregoing statements it will be seen that nearly one-fourth of the value of the completed article or of the entire product consists of labour; in other words the fourth value of every pair of boots and shoes made in the country represents local labour and home industry; thus exemplifying the especial adaptability of this particular manufacture to accomplish the aims of political and industrial economy and to conserve the natural strength of the country instead of having it constantly drained off for the nourishment of other communities.

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The Company has paid into the general revenue the total sum of seven thousand four hundred and eighty-nine dollars and fifty-eight cents during the past year, viz :—

Duty on goods directly imported	$4,220 69
Duty on leather bought in St. John's	3,268 89
Total	$7,489 58

Of this sum

$6,854 10	was	paid	on	Leather.
508 46	"	"	"	Fittings.
127 02	"	"	"	Machinery.
Total $7,489 58				

The Company respectfully requests that the two last items be remitted, as the machinery was entirely imported for manufacturing purposes and will never be converted to any other use; while in the neighboring Dominion of Canada with whose active and thirfty operatives we have to compete, fittings for manufacturing purposes are admitted duty free. We therefore pray that a drawback of $635.48 as aforesaid be granted us.

During the past year the Company has had a great deal to contend with in starting a new local industry on a large scale on an efficient bases, and with a fully equipped establishment. The multitudinous appliances absolutely needed for a Factory of this description, and the costliness of fitting up and supplying these can scarcely be appreciated until the work is actually entered upon. Above all, the Company have had a heavy burden upon its shoulders financially, in the task of educating from entire ignorance to efficiency, the band of skilled operatives now busily and remuneratively employed in its Factory. As those special items of expense have mostly fallen upon it during the past year, the Company humbly prays that your honorable body will award us a renewal of the grant of one thousand dollars already bestowed; promising on

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our part that we will in future endeavor to make the Institution financially independent of any further subsidy from the special fund "For the Encouragement of Local Factories."

We have the honor to subscribe ourselves,

Your obedient humble servants,

(Signed,)

C. R. AYRE, *President*,

JAMES MURRAY, *Secretary*,

JAMES BAIRD, *Vice-President*,

JAMES S. PITTS,
CHAS. BOWRING,
JOHN S. ADAMS,
EDWIN DUDER, } *Directors.*

MISCELLANEOUS.

ANNUAL REPORT OF THE NEWFOUNDLAND BOOT AND SHOE MANUFACTURING COMPANY, FOR THE YEAR ENDING DECEMBER 31ST, 1876, AS REQUIRED BY 36 VIC., CAP. 8, SEC. 22.

Amount of Capital subscribed	$40,000 00
Amount of Capital paid on	40,000 00
Amount of debts due by Company	17,421 79
Amount of debts due to Company	14,785 05

(Signed,)

C. R. AYRE, *President*,
J. MURRAY, *Secretary*,
JAMES S. PITTS,
JAMES BAIRD.

ST. JOHN'S, NEWFOUNDLAND,
18th January, 1877.

I certify that the above Statement is correct.

(Signed,) JAMES MURRAY, *Secretary*.

POLICE OFFICE,
ST. JOHN'S, N. F.,
18th Jan., 1877.

I hereby certify that James Murray, Esq., Secretary of the Boot and Shoe Manufacturing Company, having appeared before me on this date made Oath that the Annual Report annexed, was to his belief and knowledge correct and true.

(Signed) HY. RENOUF, *J. P.*

MISCELLANEOUS.

Report of the Superintendent of the Poor Asylum, for 1876.

St. John's Poor Asylum,
4th January, 1877.

Sir,—

I beg herewith to present, for the information of the Board, a statement of the amount of labor, &c., performed by inmates of this institution in the past year.

During the entire first quarter, owing to the failure of the wash-house water supply, their labors were taxed to the utmost to keep that house supplied with water, brought by hand from the river, in clearing the premises of snow and attending to the shifting of coal, &c.

After falls of snow, and when the state of the roads required it, a few hands were spared to widen them, to cut out gulches, &c., between the Long Bridge and junction of Topsail and Waterford Bridge roads.

With the month of April work on various improvements, discontinued at the approach of the previous winter, recommenced, and I am glad to say were successfully and satisfactorily finished within the season. Among them I may mention the retaining wall along the entire south and east boundaries of the premises. The magnitude of this work may be arrived at when I state this wall is approaching seven hundred feet in length, with an average breadth of six feet and an average height of ten feet. The enormous quantities of stone used being all quarried a considerable distance from the institution by the inmates.

The excavation in the rear of the building, to give increased yardage, was also slightly enlarged; and I think I may say with confidence, that after next season's work, this also will be ready for a retaining wall. We have also during the summer had a large portion of our fences renewed, the entire work thereon being that of inmates.

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In May and October we planted upwards of one hundred trees, all of which have "taken very nicely, and in a few years will improve the appearance of the place to a considerable extent.

With the month of October outside work, except the every day routine ceased, since when we have been engaged enlarging the excavation under the Asylum, which we find, in conjunction with the new wing erected earlier in the year, a great convenience.

Pretty generally throughout the year we have had one man (a professional) engaged painting, and I anticipate having by the end of 1877, the Asylum, as regards interior painting, presenting a very creditable appearance.

Aside from these mentioned, and as the necessities for them make themselves apparent, we have had many minor improvements made, but not of sufficient importance to merit special mention.

I have the honor to be,

Sir,

Your obedient servant,

A. DOWNEY,
Superintendent.

To CHARLES DUDER, ESQ.,
Chairman Board Works,
&c., &c.

MISCELLANEOUS.

Statement of number of Pauper Inmates in Poor Asylum during the year ending 31st December, 1876.

MALES.

Remaining 31st December, 1875	71	
Admitted in 1876	32	
		103
Discharged in 1876	16	
Deceased in 1876	13	
		29
Remaining 31st December, 1876		74

FEMALES.

Remaining 31st December, 1875	36	
Admitted in 1876	13	
		49
Discharged in 1876	16	
Deceased in 1876	3	
		19
Remaining on 31st December, 1876		30
Total for year for 1876		152
Remaining on 31st December, 1876		104

A DOWNEY,
Superintendent.

Poor Asylum,
31st December, 1876.

MISCELLANEOUS.

Correspondence relating to the employment of the Cromwell Line of Steamers.

[COPY.]

SECRETARY'S OFFICE,
15th April, 1876.

GENTLEMEN,—

The Government have had under consideration your application for a subsidy in aid of the steamers *George Washington* and *Cromwell* which the owners intend to run fortnightly between New York and St. John's calling at Halifax.

The Government are desirous of encouraging this enterprise and will appropriate the sum of Two Thousand Four Hundred Dollars towards its support (that is to say $2000 from end of June and $400 additional of service be commenced in April or May) payable on completion of the work on the following conditions:—

1st.—That the steamers carry in a separate and secure place under lock and key, all mails delivered on board; the owners being responsible for their safe delivery to the Postmaster or authorised Officer.

2nd.—That the service continue fortnightly to end of December, steamers calling at Halifax coming and returning. and at Sydney, C. B., on return voyage hence, it being optional to call there on way down.

3rd.—That the trips be made in alternate weeks with the Allan homeward bound steamers.

The Government will exempt the steamers from light dues while engaged on this service, but they will be liable to other local rates.

I have, &c.,

(Signed),

E. D. SHEA,
Colonial Secretary.

Messrs. HARVEY & Co.

MISCELLANEOUS.

[COPY.]

ST. JOHN'S, NEWFOUNDLAND,
April 26, 1876.

SIR,—

We have the honor of acknowledging receipt of your communication of the 15th inst., (received to-day) in reference to the subsidy which the Government has been pleased to grant to the steamers *George Cromwell* and *George Washington*. We understood that Sydney, as a port of call, would be optional with the Company owning the steamers. In our several communications, both written and verbal, we have stated that we could not positively say that the steamers would call at Sydney, although we have advised the owners to make arrangements for their calling on the homeward voyage, at that port.

We presume that the Government will not insist upon this point if it should prove impracticable. Our belief, however, is that the steamers will call at Sydney, as a rule, on the homeward voyage. Understanding that it was the intention of the Government to promote the importation of cattle, the Agents in Halifax have made arrangements for the steamers to carry a limited number, and the *Cromwell* landed a number of oxen here yesterday. We would call the attention of the Government to the fact that these boats are making passages of 60 to 70 hours between Halifax and this port. The last passage of the *G. Cromwell* was 60 hours.

We have, &c.,

(Signed) HARVEY & Co.

Hon. E. D. SHEA,
Colonial Secretary.

MISCELLANEOUS.

SECRETARY'S OFFICE,
30th August, 1876.

GENTLEMEN,—

I have the honor to inform you that in accordance with the wish conveyed in your letter of yesterday, a warrant will issue tomorrow for half subsidy for the *George Cromwell* and *George Washington.*

I am to add that the Government appreciate the desire shown by the Contractors to meet their views; and are glad to recognise the efficient and satisfactory manner in which the contract is performed.

Yours, &c.,

(Signed,)

E. D. SHEA.
Colonial Secretary.

Messrs. HARVEY & Co.

MISCELLANEOUS.

St. John's, N. F.,
December 9th, 1876.

Hon. E. D. Shea,
Colonial Secretary.

Sir,—

We have the honor to enclose a letter received from the owners of the Cromwell line of steamers in reference to the service for the year 1877, and we would respectfully request that you will place the matter before the Government for their consideration.

The first trip from New York this year was made early in April, and since that time the boats have run at intervals of ten days, arriving here in spite of fog or weather, with the most remarkable regularity, a fact which has gained for the line a large degree of favor with the travelling public.

Besides the convenience of direct steam communication with New York, the boats of the Cromwell Line connect at Halifax with the Boston steamers, thereby affording through freight and passenger accommodation to and from Boston. Connection is also made at New York with steamers for Cuba, and nearly all shipments of fish both from this port and Halifax for Havanna now go by the Cromwell line to New York. Enough has already been done to demonstrate the value of the trade which these boats are capable of building up, and we trust that the Government will foster the enterprise until such time as it may become self-supporting. Probably a few years hence, the traffic will be sufficient to permit of the boats being run without subsidy, but, in the meantime, we believe it to be good policy to encourage a trade which has made a vigorous commencement, and which so far, has given such entire satisfaction.

We append a memorandum of the work accomplished by the boats during the present season, to which will be added two more trips, the

MISCELLANEOUS.

G. Cromwell being due here on the 12th and the *G. Washington* on the 22nd inst.

We are, &c.,

(Signed,) HARVEY & Co.

MEMORANDUM of freight carried between St. John's and New York equals 68,875 barrels.

Freight carried between Halifax, Cape Briton Island and St. John's, equals 15,750 round barrels.

Passengers carried between St. John's and New York, about 145.

Passengers carried between St. John's Halifax and Cape Briton Island, about 590.

23 round trips have been made so far and two more trips will be made this year.

Mails have been carried to and from New York, Halifax, Sydney, and St. John's.

MISCELLANEOUS.

[Copy.]

New York,
November 25th, 1876.

Messrs. Harvey & Co.,
St. John's, Newfoundland,

Gents,—

We have now been running our steamers to your port the greater part of a year and have demonstrated that they are capable of performing the service in a most creditable manner. They have delivered their passengers and mails with remarkable regularity, carried their freight in excellent order, and in fact the service has been very satisfactory to all except the owners of the steamers. We feel much interested in developing this trade and expect to continue another year if we have reasonable encouragement to do so; but in reviewing the result of the past year's business, we find it would be necessary for us to receive a more liberal subsidy from your Government (say at least $10,000 to $12,000) to make any inducement to continue the service another season. Will you please represent this matter to the proper authorities and obtain if practicable a subsidy of at least the above amount.

Yours, &c.,

(Signed,)

CLARK & SEAMAN.

MISCELLANEOUS.

[Copy.]

Secretary's Office,
14th December, 1876.

Gentlemen,—

I have the honor to acknowledge your letter of the 9th inst. with enclosure on the subject of the Cromwell line of steamers.

I am to inform you in reply that while the Government fully appreciate the efficiency and regularity with which the service has been performed they are unable to undertake any increase of the present subsidy without the sanction of the Legislature.

I have, &c.,

(Signed),

E. D. SHEA,
Colonial Secretary.

Messrs. Harvey & Co.

MISCELLANEOUS.

[COPY.]

ST. JOHN'S, N. F.,
February 27th, 1877.

Hon. E. D. SHEA,
Colonial Secretary.

SIR,—

We are in receipt by the mail of a letter from Messrs. Clark and Seaman, representatives of the Cromwell line of steamers, saying that notwithstanding the great discouragement and heavy loss they have met with lately on our coast, they are prepared, if the Government will contribute a fair amount of subsidy, to continue their line during the coming season with the *Cortes*, a steamer of 1250 tons, and another boat fit for the trade, and that if a sufficient subsidy were given they would build a boat which might continue her trips during winter. We should like to be in a position to tell them that the Government will give them sufficient subsidy to induce them to continue their line, which, we are sure, returned in the way of duties in 1876 much more than the subsidy given them. If the coast is moderately free from ice in April, they will send a boat then, and their whole subsidy last year amounted to but a trifle more than, we believe, has been paid for one extra trip of the Halifax packet in April. We beg to refer you to former communications we have made on this subject as to the amount of subsidy necessary to continue the enterprise, and the work proposed to be done.

We have, &c.,

(Signed,) HARVEY & Co.

MISCELLANEOUS.

[Copy.]

Secretary's Office,
1st March, 1877.

Gentlemen,—

In reply to your communication of the 27th ult., I am to acquaint you that the Government are not prepared to assume any further responsibility on account of steam communication without the sanction of the Legislature, to whom, however, the matter will be submitted.

I have, &c.,

(Signed,)

E. D. SHEA.
Colonial Secretary.

Messrs. Harvey & Co.

MISCELLANEOUS.

Agreement between the Government of Newfoundland and the Newfoundland Royal Mail Steam Packet Company, for Coastal Steam Service.

ARTICLES OF AGREEMENT made and entered into this thirtieth day of January, Anno Domini, 1877, between the Honorable Edward D. Shea, as Colonial Secretary for the Island of Newfoundland, and acting for and on behalf of the Government of the said Island of the one part and the Newfoundland Royal Mail Steam Packet Company hereinafter named the Contractors of the other part, whereby the said Contractors covenant, promise and agree, for the consideration hereinafter mentioned, to and with the said Edward D. Shea as Colonial Secretary, as aforesaid, and his successors in office, that the said Contractors shall provide, furnish and run two steamers to ply between St. John's and the several other parts on the coast of Newfoundland hereinafter mentioned, in the Postal Service, North and South and West of St. John's, and in any other public service which the Governor of Newfoundland in Council may from time to time direct.

That the said steamers shall be of the burthen of at least three hundred tons net, composite built and especially fortified and fitted to contend with ice, with strong wood frames fitted in between the iron frames forward, well secured across the bows, sheathed with either green hart or iron bark, fore and aft, and the bow sheathed with iron where necessary, and shall steam at the rate of ten knots an hour; that the draught of water shall not exceed thirteen feet when loaded; that the cabins shall be plainly but neatly fitted and a separate cabin provided for ladies; that there shall be also suitable water closets provided; that each of the said steamers shall be fitted for the accommodation of forty first-class and thirty steerage passengers, in accordance with the law relating to passengers in British steamers and the rules and regulations of the Board of Trade, for at least the said number of passengers. That one of the said steamers shall ply between St. John's, aforesaid, and the port of Nipper's Harbor, in the Northern District of the said Island, once each way in every two weeks between, about the tenth day of May and the fifteenth day of January in each twelve months, during the continuance of this agreement, calling at the following intermediate ports going and returning, that is to say: Bay-de-Verds and Old Perlican, alternately; Trinity, Catalina, Bonavista and

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King's Cove, alternately; Greenspond, Fogo, Twillingate, Exploits, Burnt Island, Little Bay Islands, Tilt Cove and Betts Cove; and also that the said last mentioned steamer shall, during such of the aforesaid months as shall be determined on by the Governor in Council, also proceed from Nipper's Harbor, aforesaid, to Battle Harbor, on the Labrador, calling, going and returning, at a suitable and safe port, to be determined by the Governor in Council, on that part of the coast of Newfoundland between the Grois Islands and Quirpon.

That the other of the said steamers shall ply between St. John's, aforesaid, and the port of Port-aux-Basques, in the Southern District of the said Island, once each way, in every two weeks throughout the year, during the continuance of this agreement, commencing on or about the tenth day of May next, calling at the following intermediate ports both going and returning, that is to say: Ferryland and Renews, alternately; Trepassey, St. Mary's and Placentia, alternately; Burin, St. Lawrence and Lamaline, alternately; St. Pierre, Grand Bank and Fortune, alternately; Harbor Briton, Gaultois and Great Jarvis, alternately; Burgeo, Little Harbor and Rose Blanche. Provided that the Governor in Council may from time to time, by order and reasonable notice thereof to the Contractors, substitute any other intermediate port or ports of call without any extra charge, so that such substitution be made so as to admit of the round voyage being conveniently performed without material increase of time. That the said steamer so plying to the North, shall leave St. John's on each alternate Monday at ten o'clock, A.M. The first voyage in each year shall commence on the Monday about the tenth day of May next, after the arrival in St. John's of the first mail in May from England: provided that the Governor in Council may direct that the said first voyage north shall commence on the Monday next after the arrival in St, John's of the last mail from England in April. That the said steamer so plying to the Westward shall leave St. John's on each alternate Saturday at 10 o'clock a.m. throughout the year provided also that the Governor in Council may, by notice to the contractors, detain either of the said steamers for a period not exceeding twenty-four hours next after the said times of sailing from St. John's, and for a longer period subject to the proviso that should such detention be made for a longer period it shall not operate in any way to the prejudice of the said contractors. That the said steamer shall carry all mail bags and mail packages of every description delivered to the masters or other officers appointed by them to receive the same from the General Post Office in St. John's, and from the Post Offices at the respective intermediate ports of call, and

deliver such mail bags and mail packages at the Post Offices in St. John's and other ports of call to which the same shall be addressed, provided that there shall be on board the said steamers a safe and suitable place under lock for the keeping of the said mails. That the said steamers shall carry an officer in charge of the mails should the Government deem it necessary to send one free of c harge except for diet whilst on board. That the said steamers shall fire a gun upon arrival at each port of call and shall stay at each intermediate port of call not less than two hours, and at each terminal port of call not less than six hours, provided that a Stipendiary Magistrate or Postmaster at any port of call may decrease or lessen the time of such stay by notice in writing to the masters, setting forth the grounds for lessening the time of stay at such port.

That the said contractors shall, during the continuance of this agreement, at their own costs and charges, keep the said steamers in good seaworthy condition and properly manned and equipped in every respect in accordance with the said laws, rules and regulations hereinbefore referred to, and there shall be a sufficient number of stewards and a stewardess on board each of the said steamers for the said passengers. That the Governor in Council, may during the continuance of this agreement, from time to time cause the said steamers to be surveyed and inspected by such person or persons as they may appoint for that purpose, and in case there shall be any deficiency or default or anything wanting in the said steamers or in their equipment according to the said laws, rules and regulations, upon notice thereof to the said contractors by the said Edward D. Shea or his successors in office, the same shall be immediately made good and supplied, and until such is done the contractors shall not be entitled to receive any part of the consideration herein provided to be paid to them, provided that the said contractors holding a first-class Board of Trade certificate for such steamers as having passed as aforesaid the said steamers shall not be compelled to be passed for semi-annual certificates by Board of Trade surveyors.

That the said contractors shall provide large and convenient boats for the embarking and disembarking of passengers at all ports of call, but that the said contractors are not bound to have the said steamers go to any special wharves at ports of call unless at public wharves so situated as to admit of the said steamers safely and conveniently going to any lying at the same. That in the port of St. John's passengers shall be embarked and disembarked at a wharf to be provided by the

MISCELLANEOUS.

contractors and approved of by the Colonial Secretary. That in the event of either of the said steamers being lost, damaged or requiring repair during the continuance of this contract, the said contractors shall, without necessary delay and within a reasonable time, provide another steamer similar in all respects to the one so lost, damaged or requiring repair for the due performance of the work to be performed under this contract; and such steamer, so provided, shall be in every way subject to the provisions of this contract in like manner, as was the vessel so lost, destroyed, or requiring repair.

That passengers and goods shall be conveyed by the said steamer at rates not exceeding those at present paid for passengers and goods as set forth in the schedule hereunto annexed marked A, and proporportionate rates for any ports not mentioned in the said schedule at which the said steamers may hereafter call, and that such rates shall be advertised by the said Contractors in one or more newspapers published in Newfoundland, and be kept posted in the cabin and steerage of the said steamers. That all shipwrecked crews shall be carried by the said steamers at the rate provided for the conveyance of shipwrecked seamen by the Board of Trade, that is to say, at the rate of one shilling and sixpence sterling per day, and all such rates shall belong to the Contractors.

That the steamer plying South and West, may in each round voyage call at Sydney or a port in Cape Breton; provided that such call shall not interfere with or prevent the said voyage being performed within the said two weeks. That should the Governor in Council desire, and the Contractors be enabled to add ports of call on the West Coast of Newfoundland, north of Cape Ray, such ports may be added for a consideration, to be paid to the Contractors, calculated proportionably to the consideration hereinafter agreed to be paid according to the time which may be occupied in calling at such additional ports. That should either of the said steamers fail to call at any one or more of the ports of call in regular course, without any neglect or default of the Contractors, their agents or the masters of the said steamers, but wholly from causes over which they have no control, then no deduction shall be made from the amount which otherwise would have become payable for the round voyage, and that if at any time any port of call shall be inaccessible by reason of ice, the contractors shall land the mail for such port at the nearest accessible port to such port of call, and shall convey them to the nearest Post Office or Way Post Office without unnecessary delay, at the expense of the Contractors.

MISCELLANEOUS.

And the said Edward D. Shea, as Colonial Secretary, as aforesaid, for and on behalf of the Government of Newfoundland, doth hereby agree with the said Contractors, that on the due and faithful performance by them of this contract and all conditions herein contained, the said Government of Newfoundland shall pay to the said Contractors, for each round voyage when completed, from St. John's to Port-aux-Basques and back to St. John's, calling at the ports aforesaid, the sum of twelve hundred dollars; and from St. John's to Nipper's Harbor and back to St. John's, calling at the said ports, the sum of nine hundred and sixty dollars. And it is hereby further agreed between the said parties to these presents, that for every round voyage of the said steamer plying on the Northern route, from Nipper's Harbor to Battle Harbor and back to Nipper's Harbor, calling at the said intermediate port, the said Government shall pay to the said Contractors the sum of two hundred and forty dollars. That the said steamers shall commence to run on the Saturday and Monday about the tenth day of May next. That this agreement shall continue in force (unless sooner determined under some of the provisions herein contained) for a period of seven years, from the time when either of the said steamers shall commence to ply. That between the fifteenth day of January and the sailing of the said Northern steamer on her first voyage, about the tenth day of May in each year, the Contractors may employ the said last mentioned steamer at the seal fishery or otherwise, as they may deem fit. That the said Contractors shall not assign, underlet or dispose of this contract or any part thereof, without the consent of the said Governor in Council; but it is understood that such consent will not be withheld, provided that such arrangements be made as will sufficiently secure the efficient performance of the service herein contracted for. That in the event of a breach of the last mentioned clause or habitual breach of this contract by the Contractors, the Governor in Council shall have power to terminate this contract, and such termination shall not be construed as giving the Contractors any claim for compensation.

That any notice which may be given to the Contractors under this contract, shall be left at the office of the Contractors or serve upon the President of the said Company, and such shall be deemed a valid and sufficient service of such notice.

That if on the fifteenth day of January the said steamer plying on the Northern route shall be on a voyage, she shall complete the said round voyage. And lastly, that the said Contractors hereby bind them-

MISCELLANEOUS.

selves to the said Edward D. Shea, as Colonial Secretary, as aforesaid, and his successors in office, in the penal sum of ten thousand dollars, for the due and faithful performance of this contract, and the provisoes, conditions and agreements herein contained, on their part to be performed and kept.

In witness whereof the said Edward D. Shea, Colonial Secretary, as aforesaid, hath hereunto set his hand and seal, and the seal of the said Company hath hereunto been affixed, in due execution of these presents the day and year first above written.

(Signed,) W. H. MARE,
President.

(Signed,) E. D. SHEA,
Colonial Secretary.

Signed, sealed and delivered, in presence of

(Signed,) J. W. WITHERS.

SCHEDULE A.

MISCELLANEOUS.

SCHEDULE A.

Screw Steam Ships "Curlew" and "Plover," under Mails, will take Passengers and

BETWEEN ST. JOHN'S

From St. John's to	Cabin.		Stg.		From Bay-de-Verd.				From Trinity.				From Catalina.				From Bonavista.				From King's C.			
					Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Bay-de-Verd	10	0	6	0																				
Trinity	20	0	10	0	10	0	5	0																
Catalina	25	0	12	6	15	0	7	6	7	6	4	0												
Bonavista	27	6	14	0	17	6	10	0	7	6	5	0	7	6	4	0								
King's Cove	27	6	14	0	17	6	10	0	10	0	5	0	7	6	4	0	7	6	4	0				
Greenspond	30	0	15	0	20	0	10	6	15	0	7	6	12	6	7	6	10	0	5	0	10	0	5	0
Fogo	32	6	17	6	22	6	12	6	17	6	10	0	15	0	8	6	12	6	7	6	12	6	7	6
Twillingate	35	0	20	0	25	0	15	0	20	0	12	6	17	6	10	0	15	0	8	6	15	0	8	6
Exploits Island	37	6	21	0	27	6	15	0	22	6	12	6	20	0	12	0	17	6	10	0	17	6	10	0
Little Bay Island	37	6	21	0	27	6	15	0	22	6	12	6	20	0	12	0	17	6	10	0	17	6	10	0
Tilt Cove	40	0	22	6	30	0	15	0	25	0	15	0	22	6	12	6	20	0	12	0	20	0	12	0
Betts Cove	40	0	22	6	30	0	15	0	25	0	15	0	22	6	12	6	20	0	12	0	20	0	12	0
Nippers Harbor	40	0	22	6	30	0	15	0	27	6	15	0	25	0	12	6	22	6	12	6	22	6	12	0
					Brl.		Pun.		Brl.		Pun		Brl.		Pun		Brl.		Pun		Brl.		Pun	
Rates for Freight between St. John's and					1s. 0d.		7s. 6d.		1s. 3d.		7s6d		1s. 3d.		7s6d		1s. 6d.		10s.		1s. 6d.		10s.	

MISCELLANEOUS.

SCHEDULE A.

Contract with the Government for the conveyance of Freight at the following rates.

AND NORTHERN OUTPORTS.

From Greenspond.				From Fogo.				From Twillingate.				From Exploits I.				From Little Bay I.				From Tilt Cove.				From Betts Cove			
Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.		Cabin.		Stg.	
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
10	0	5	0																								
12	6	7	6	5	0	3	0																				
15	0	8	6	7	6	4	0	7	6	4	0																
15	0	8	6	7	6	4	0	7	6	4	0	10	0	5	0												
17	6	10	0	12	6	7	6	10	0	5	0	10	0	5	0	10	0	5	0								
17	6	10	0	12	6	7	6	10	0	5	0	10	0	5	0	10	0	5	0	5	0	3	0				
20	0	10	0	15	0	10	0	12	6	8	0	12	6	8	0	12	6	8	0	5	0	3	0	5	0	3	0
Brl.		Pun.		Brl.		Pun.		Brl.		Pun.		Brl.		Pun.		Brl.		Pun.		Brl.		Pun		Brl.		Pun	
1s. 6d.		10s.		1s. 6d.		10s.		1s. 6d.		10s.		1s. 6d.		10s.		1s. 6d.		10s.		1s. 6d.		10s.		1s. 6d.		10s.	

MISCELLANEOUS.

SCHEDULE A.

Screw Steam Ships "Curlew" and "Plover," under Mails, will take Passengers and

BETWEEN ST. JOHN'S

Rates of Passage between	Ferryland.		Renews.		Trepassey.		St. Mary's.		Placentia.		Burin.		St. Lawrence.	
	Cabin.	Stg.	C'n.	Stg.	Cabin.	Stg.	Cabin.	Stg.	Cabin.	Stg.	C'n.	Stg.	C'n.	Stg.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
St. John's and	10 0	5 0	10 0	5 0	17 6	10 0	20 0	12 6	20 0	12 6	25 0	15 0	27 6	17 6
Ferryl'd or Renews					7 6	4 0					17 6	10 0		
Trepassey and.....											10 0	6 0		
St. Mary's and.....														
Placentia and.....													15 0	8 0
Burin and.....														
St. Laurence.....														
Grand Bank.....														
St. Pierre.....														
Harbor Briton.....														
Gaultois														
Great Jarvis.....														
Burgeo														
L. Bay (LaPoile)...														
Rose Blanche.....														
Channel.....														
	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun
Rates of Freight between St. John's and	1s 3d	7s6d	1s3d	7s6d	1s 3d	7s6d	1s 6d	7s6d	1s 6d	7s6d	1s6d	10s	1s6d	10s

MISCELLANEOUS.

SCHEDULE A.

Contract with the Government for the conveyance of Freight at the following rates.

AND WESTERN OUTPORTS.

G. Bank.		St. Pierre.		Harbor Briton.		Gaultois.		G. Jarvis		Burgeo.		L. Bay, Lapoile.		Rose Blanche.		Channel		Sydney.	
C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.	C'n.	Stg.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
35 0	19 0	32 6	17 6	37 6	20 0	37 6	20 0	37 6	20 0	45 0	25 0	47 6	27 6	50 0	30 0	55 0	32 6	70 0	40 0
		25 0	15 0	30 0	17 6	30 0	17 0	30 0	17 6	37 6	20 0	42 6	25 0	42 6	25 0	47 6	27 6		
		17 6	10 0	25 0	15 0	25 0	15 0	25 0	15 0	32 6	17 6	37 6	20 0	37 6	20 0	42 6	25 0		
		10 0	6 0	15 0	8 6	15 0	8 6	15 0	8 6	22 6	12 6	27 6	17 6	27 6	17 6	32 6	20 0		
17 6	10 0																		
		10 0	6 0																
		7 6	5 0																
		7 6	5 0																
				7 6	4 0	7 6	4 0	7 6	4 0	15 0	8 6	20 0	10 0	20 0	10 0	25 0	12 6		
										12 6	7 6	17 6	10 0	17 6	10 0	22 6	12 6		
												7 6	4 6	7 6	4 6	12 6	7 6		
																5 0	3 0		
																5 0	3 0		
Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun	Brl.	Pun
1s6d	10s	1s9d	10s	1s9d	10s	1s9d	10s	1s9d	10s	2s	10s	2s	10s	2s	10s	2s	10s	2s	10s

MISCELLANEOUS.

SCHEDULE A.—(Continued.)

No freight will be taken for less than one Shilling per Package. Goods to be taken promptly from Ship's tackle. Vessel will not be accountable for leakage or damage by Fire or Water. All Freight payable in St. John's.

Fare for Children under 12 years, half-price; under 4 years, with a Parent or Servant free. Meals included in fares.

Passengers are expected to look after their own luggage, as the Ship will not be accountable for it in any way.

For freight or passage, apply in St. John's to

BOWRING BROTHERS,

And at Outports to the Captain on board.

MISCELLANEOUS.

His Honor Mr. Justice Robinson's application for retirement from official duty, and for a Pension, with Minute of Executive Council thereon.

[COPY.]

ST. JOHN'S, NEWFOUNDLAND,
16th October, 1876.

MAY IT PLEASE YOUR EXCELLENCY,—

I feel that the period has arrived at which, in justice to the public and to myself, I ought to tender my resignation of my office of Judge of the Supreme Court, upon provision being made for an adequate pension.

The principle of permitting, upon grounds of public policy, Judges to retire after lengthened services, is now so universally acknowledged in England and in every country under English law, and has so frequently been recognized by the Newfoundland Legislature, that I need not dwell further upon it.

In what I am about to state I am unwillingly constrained to speak much of myself; it seems, however, necessary for me plainly to submit the reasons on which I base my appeal for retirement, and I hope to be pardoned for any apparent egotism.

I am in the 19th year of my service as a Judge of the Supreme Court.

Previous to my appointment to that office I had for twenty-eight years been in full and laborious practice at the Bar.

I am enabled to say, what I believe no occupant of the Bench preceding me could state, that during these forty-seven years I discharged, temporarily or otherwise, the duties of most of the offices connected with the administration of justice in this colony, including

MISCELLANEOUS.

that of Chief justice. I served in the Legislature and also in the Executive Council, and twice I was selected to proceed to England on special service relating to Newfoundland.

I am now in the 68th year of my age; and, after the strain which for so long a period has been applied to my mental and physical powers, I am conscious that the duties which before were easy, have become at times oppressive to me, and I feel that my strength is now insufficient for the satisfactory discharge of functions which are of a nature so important as to demand the best energies of a man in his prime.

Four years ago a sudden illness gave me the first intimation of impaired health, and since then my hearing has become defective to a degree that I fear is too apparent to the Bar, and induced me, when last in England, to consult an eminent surgeon; and, moreover, the long sittings in Court which the exigencies of business sometimes demand, have become a painful exertion to me.

At my age it is vain to hope for an amelioration of those infirmities, certainly not in this climate—the winters of which have of late years become more and more distressing to me.

Throughout my long incumbency—longer than that of any judge who has ever sat on the Newfoundland Bench, except Mr. Justice Desbarres—I have devoted the best ability that God has given me to do my duty with anxious care and assiduity.

I trust I shall be excused if, with gratitude and pardonable pride, I refer to the many and commendatory representations made to the Secretary of State by various Governors respecting my judicial labors.

After such service and with that recorded recognition of them, and considering my age, so closely approximating to "three score years and ten," I feel I may reasonably and should properly make way for a younger man, hoping without presumption for a just and liberal consideration from the colony to which I have devoted the best years of a long life.

In relation to the amount of pension I require, and may expect, I would venture to observe that for seventeen years of my judicial

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tenure, the salary paid to me never sufficed for the moderate expenses of my household; and much that I had saved for my family whilst practising as a barrister (which might otherwise have been available on my retirement), has been necessarily absorbed in ordinary domestic purposes.

It should not be forgotten that, unlike any of my predecessors, I abandoned a professional income very much larger than my judicial salary, which I was forbidden by the Royal Charter to supplement, notwithstanding its acknowledged inadequacy.

I wish to reiterate that I only refer to these personal details because they have reference to the grounds on which I rest my claim for special consideration.

It may fairly be assumed that nothing short of a strong sense of the expediency of my retirement would induce me to withdraw from a high and dignified position wherein I have lived in cordial unity with my brethren, the duties whereof are very congenial to me and have become familiar by use, and in which I have experienced from each Governor, and from every Government of this colony, unvarying respect and personal kindness.

I have, &c.,

(Signed,) BRYAN ROBINSON.

MISCELLANEOUS.

[COPY.]

ST. JOHN'S, 22nd December, 1876.

SIR,—

On the 16th October last I had the honor to address your Excellency upon the subject of my retirement from the Bench of the Supreme Court, upon an adequate annuity.

Since that time I have tested by experience the accuracy of my statements; I have gone through the Autumn Terms of the Court and have managed to discharge my duties, but with a strain upon my physical powers which told upon my health, and obliged me to consult Dr. Crowdy.

The doctor has, for twenty years, been my medical attendant, and knows my constitution and capabilities better than I know them myself.

I take the liberty of appending hereto his written opinion, in the accuracy of which I am unwillingly compelled to acquiesce.

It is the rigor of this climate to a man of my age that renders a residence therein so painful and exhausting, and I can justify my feelings by an experience of an eminent medical man recorded in a work just published:—

"Cold is the great enemy of old people, and it is a fact that if a man of sixty or sixty-five goes to a warmer climate than that to which he has been accustomed, his life is prolonged."—PARKE, 92.

As regards the pension list, I would observe that there have been as many as three judges receiving annuities from the colony at the same time, whilst at the present moment there is not one, and several magistrates and other officials who were retired on pensions have ceased to be a charge upon the revenue.

MISCELLANEOUS.

I am aware that in the determination of such cases as the present, Your Excellency will consult your constitutional advisers; nevertheless, it is my duty to appeal, in the first instance, to the Governor, because it is a dogma of official practice that the amount of remuneration of public employes should be left to the Government to determine; for those who serve the Crown should look directly to the Crown for compensation and reward. I trust, therefore, that Your Excellency will not suppose that I am unduly troubling you in this matter, and I shall be thankful if my claims receive your approval and support.

I have, &c.,

(Signed,) BRYAN ROBINSON,

Judge of the Supreme Court.

MISCELLANEOUS.

[COPY.]

ST. JOHN'S,
December 21st, 1876.

MY DEAR JUDGE,—

In reference to our conversation of yesterday, I can only repeat that I should urge you strongly to press your application for retirement, as I am very sure that, humanly speaking, the prolongation of your life will depend materially on its being granted.

Independently of the benefit to be derived by a person at your time of life from removal to a more genial climate, some of the symptoms you have lately suffered from shew that although you may perform your work as efficiently as ever, you can do so only under pressure, and by "taking more out of yourself" than your age and health justify.

I remain, &c.,

(Signed,) CHARLES CROWDY.

His Honor
Mr. Justice ROBINSON.

MISCELLANEOUS.

COLONIAL SECRTARY'S OFFICE,
St. John's, Newfoundland.

The Executive resumed consideration of the memorial of Mr. Justice Robinson to His Excellency the Governor, praying that he be retired on a suitable pension, from his office of Judge of the Supreme Court, on the ground of advanced years and increasing physical infirmities. Thereupon, it was

Resolved,—That the Executive regret exceedingly the cause which has obliged Mr. Justice Robinson to seek retirement from those duties which he has discharged for a period of nineteen years with an integrity and professional ability most advantageous to the public interests, and which have won the marked appreciation of the country.

That the Executive desire to express their recognition of Judge Robinson's meritorious public services as a member of the Legislature and Executive Council of the colony, and of the high professional and general character he has maintained throughout a residence of forty-nine years in Newfoundland.

The Executive would recommend to the Legislature that Judge Robinson be relieved from those responsibilities of office which are now too onerous for his declining strength, and that arrangement be made for a retiring provision suited to his claims and to his official position as a Judge of the Supreme Court.

JOHN H. GLOVER.

MISCELLANEOUS.

Letter from Anglo American Telegraph Company in reference to extension of Telegraph Lines to the Northward.

St. John's,
March 31st, 1877.

The Hon. E. D. Shea,
Colonial Secretary,

Sir,—

Referring to your communications of 10th and 11th January last, concerning the extension of the telegraph system north to Tilt Cove and Bonavista, I have now to advise that this company will undertake to build and work the proposed lines upon condition that the Government will find the capital, being the cost of construction, or guarantee five per cent. interest thereupon, the company being willing to maintain and work the new lines in consideration of receiving the revenue proceeding from such extensions.

My estimate for the Bonavista branch is £5,000 sterling, and for the Conn River and Tilt Cove branch £10,000 sterling. A survey of the ground, however, might alter the latter estimate, but probably in no very great degree.

I have the honor to be,

Your obedient servant,

(Signed,) A. M. MACKAY,

Local Manager and General Superintendent.

MISCELLANEOUS.

Evidence.—Select Committee on the Petition of J. W. Smith and R. Brown.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
5th April, 1877.

In the matter of the Petition of J. W. Smith and Robert Brown, Managers of the Union and Commercial Banks.

The Committee met this day.

PRESENT:

The Hon. ATTORNEY GENERAL,
Mr. ROBKE,
" DEARIN,
" BOWRING,
" McNEILY.

Petition read.

J. W. SMITH, Esq., examined,—

I am Manager of the Union Bank, and one of the Petitioners. The present Charter of the Union Bank will expire in the year 1879, and the Bank is desirous of continuing its business. We require no amendment of the present law governing the Bank. I think it would be desirable to have the Bank holidays legalised as in the Canadian Act, as relates to the provisions of the Ontario, New Brunswick and Nova Scotia (Act of 1872). I think that the law should be assimilated with the law of Canada, set forth in Sections 3 & 4 of the Act 35 Vic., Cap. 8. I think that in all cases where parties cannot write, the production of the deposit receipt should be sufficient discharge to the Bank, and that they be relieved of the responsibility of discovering the party entitled. I should like the days of grace on bills payable at sight, to be assimilated

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to the law of England. I think it would be advisable to adopt the English law in reference to the liability of Banks for endorsement of bills payable on demand.

ROBERT BROWN, Esq., examined,—

I am Manager of the Commercial Bank, also one of the Petitioners. Our Charter expires in 1879. We also desire to continue the business. I wish to have the time for the Annual Meeting to be on such day in the month of July as the Directors may appoint. I concur with Mr. Smith in all his suggestions as to the amendment ot the law, except that in relation to the production of the deposit receipt being a discharge to the bank in a case where the a party producing a receipt cannot write.

A true copy from the Minutes of the Select Committee in the matter of the petition of J. W. Smith and R. Brown.

R. B. HOLDEN,
Clerk Assistant G. A.

MISCELLANEOUS.

Evidence.—Select Committee on Petition Rev. Moses Harvey.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
5th April, 1877.

In the matter of the Petition of Rev. Moses Harvey.

The Committee met this day.

PRESENT:

The Hon. ATTORNEY GENERAL,
Mr. KORKE,
" GODDEN,
" MACKAY.

Petition read.

Rev. MOSES HARVEY, examined,—

I signed the petition presented to the Assembly. I ought to have been described in the petition as Minister of Free St. Andrew's Church. Heretofore there were two Presbyterian Churches in Newfoundland, one known as the St. Andrew's and the other as the Free St. Andrew's. In the year 1876 there was an agreement for a union of the two Churches, and the united congregation to be in connection with the Presbyterian Church in Canada. That body in Canada is incorporated. The Church in Newfoundland is to be under the jurisdiction of the Presbytery of Newfoundland, the Presbytery Synod of the maritime provinces and the general assembly of the Presbyterian Church in Canada. At meetings of the several congregations held in St. John's, it was resolved by each congregation to have the Body incorporated; that resolution was in confirmation of the report of the Joint Committee of both congregations. This document now put in and marked A is the report of the Joint Committee referred to; this report was adopted by the Free St. Andrew's congregation. The object of the petition is to have these resolutions carried into effect by an Act of the Legislature.

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The United congregations will be possessed of landed and other property. At present there is some funds and property held by trustees elected on behalf of the several congregations. It is also the intention of this application to have the title to the property clearly defined. The Trustees on behalf of the Free St. Andrew's Congregation, are the hon. Robert Thorborne, David Baird, Esq., and Francis McDougal, Esq. There is one Presbyterian Congregation at Harbor Grace and one at Bay of Islands.

Rev. James Patterson, examined,—

I am and have been the Minister of St. Andrew's Church. Similar resolutions as those spoken of by Rev. M. Harvey were adopted by the congregation of St. Andrew's Church, and the several facts and matters just stated by Rev. M. Harvey are correct. The Trustees for our congregation are Alexander Mackay, Gilbert Browning and Wm. Boyd, Esqrs. Their powers and duties are not yet defined except by the resolutions of the Joint Committee. It is contemplated to form a constitution on the basis of these resolutions for the governance of the united body, and subject to the laws of the Presbyterian Church of Canada.

A true copy from the Minutes of the Select Committee in the matter of the petition of Rev. Moses Harvey and others.

R. B. HOLDEN,
Clerk Assistant G. A.

MISCELLANEOUS.

Evidence.—Select Committee on Petition of R. Brace.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY.
18th April, 1877.

In the matter of the Petition of Richard Brace.

The Committee met this day.

PRESENT:

Mr. MCNEILY, *Chairman.*
" WATSON,
" DWYER,
" SCOTT.

Petition read.

GILBERT BROWNING, Esq., examined,—

I was acquainted with Mr. Richard Brace; acted as his receiving agent after he left this country in 1866 until 1869. I received his salary; the last money I received was on the 31st December, 1869. I applied for the next quarter's payment when due at the Receiver General's office and was informed the payment was stopped. There was a sum of $231 paid annually to Mr. Brace, from the 30th June, 1867, to the 31st December, 1869, inclusive. On the 31st March, 1867, there was paid to him through me, the sum of $77 for the quarter, and the preceding, the 31st December, 1866, there was paid him the sum of $86.62. These last two amounts were paid on account of salary during leave of absence. When Mr. Brace left this country in 1866, and for a long time previous he was ill. The list produced shows the payment of Mr. Braces salary.

JOHN W. WITHERS, Esq., examined,—

I am clerk in the Colonial Secretary's Office, and have been clerk copying the Minutes of Council. I produce the original Minutes of Council in referrence to the matter of Mr. Brace.

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Minutes of Council, June 16th, 1866.

"On application of Mr. Brace, Gaoler, St. John's, for a retiring allowance in consequence of ill health, it was ordered that leave of absence for six months, on half pay, be granted; previous leave of absence had been granted Mr. Brace in 1864. On June the 13th, 1867, the following arrangement was made as regards the salary of the keeper of the Penitentiary:—During the lifetime of Richard Brace, late keeper, he is to be paid £50 sterling, and William Magill, £100 per annum, on his disease the whole salary is to be paid Mr. Magill should he then be in office."

There is no further Minute of Council with reference to this matter until April 1st, 1870, when the following Minute of Council was made:—

"Mr. Magill's petition was read, stating that one-third of the salary of Gaoler had been deducted from him and paid to Mr. Brace, late Gaoler, the past five years, and claiming that this should now cease, it was—

"*Resolved*,—That Mr. Magill should receive the full salary attached to the office, and that he be gazetted from the first of January and that no further payment be made to Mr. Brace."

A true copy from the Minutes of the Select Committee in the matter of the petition of R. Brace.

R. B. HOLDEN,
Clerk Assistant G. A.

MISCELLANEOUS.

Evidence.—Select Committee on Fire Brigades.

COMMITTEE ROOM,
LEGISLATIVE COUNCIL,
17th March, 1877.

In Re Fire Brigades.

PRESENT:

The Honourable J. S. CLIFT,
" P. G. TESSIER,
" S. RENDELL,
" R. THORBURN.

The above members of the Legislative Council having been requested by the honourable the House of Assembly to furnish a Committee of their branch of the Legislature with the views of said members of the Council on the important subject of the Fire Brigades, and having received the sanction of the Council to comply with the request of the Lower House, report as follows, viz.:—

1.—That in view of misunderstandings having arisen during the past year between the Volunteer Fire Brigades and the Government which at one time threatened to have left the capital without any organization whatever for the suppression of fire, it seems to be generally accepted that such a contingency should not again be permitted to arise, and that although many important services have in times past been rendered to the public by both brigades, against whom in the discharge of their duties nothing can be said, the future efficiency of the service will will be best conserved by the adoption of a paid system, commensurate with the important and responsible duties required of firemen —duties on the prompt and efficient discharge of which depends the safety of so many lives, and much valuable property.

2.—It would seem desirable in event of a paid system being adopted that opportunity should be afforded to as many members of both volunteer companies as may desire to enrol themselves in the

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new brigade, thus forming a nucleus of experienced members under control of one set of officers, whose duty it would be to divide the brigade into such sections as might be found desirable, and otherwise to manage its affairs under such rules and regulations as might from time to time be found necessary, subject to approval of the Governor in Council, which rules being so approved to be of the same force and validity as any portion of the contemplated Act of the Legislature.

3.—It is obvious that the best possible understanding should exist between the officers of the Fire Brigade and the Inspector of Police, as well as between the members of the police force and those of the brigade, inasmuch as their duties at fires are, or ought to be, carried out side by side. The police force on their nightly beats will on most occasions be the first to sound the alarm, and their duty should afterwards be almost exclusively confined to keeping the way clear for the firemen, and preventing the destruction or plunder of property.

But it would be manifestly unjudicious to have the police enrolled as members of the brigade, or indeed of any branch of the public service outside of their own, or under the control of any officers other than those of their own department.

4.—Provision will have to be made in the new or amended Act, as under the Volunteer system, for seniority of command at Fires, in order that no confusion may arise or clashing of authority, whereby the public interests may suffer, and it would appear desirable that the Captain of the Fire Brigade, or, in his absence, the next in rank, should be invested with the chief control, inasmuch as the men under his command will naturally carry out his orders with more alacrity than those of another who might under other arrangements temporarily supersede him.

This opinion is based on the supposition that the Commander of Brigade will be one in every respect fitted for the position both as regards its active management and the discharge of other responsible duties that may devolve on him at the breaking out of any serious fire.

It is obvious that the Inspector of Police should exercise a collateral authority with the Captain of the Fire Brigade acting in consort with the respective forces under their immediate control.

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Should the Government desire to invest the head or heads of any members of the public service, *ex officio*, with a controlling power at fires, and by their advice or authority to assist the officers of the Brigade ; provision may be made to that effect as in the old Act, whereby the officers of the Water Company, *ex officio*, were invested with certain powers.

5.—Should difficulty be found in procuring a properly quallified officer to organize and command the Fire Brigade, and that the Inspector of Police, as has been suggested, should be given the chief control at fires, in such case the Inspector should also be the Captain, *ab origine*, of the Brigade, as his continuous connection with it as chief officer would be preferable to a temporary command and less likely to develope the disadvantages that are inseparable from a mixed command ; but under other circumstances we are of opinion that the Fire Brigade and Police Force would be better disassociated and at fires each controlled by their respective officers.

ROBERT THORBURN,

JAMES S. CLIFT,

P. G. TESSIER,

S. RENDELL.

MISCELLANEOUS.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
March 21, 1877.

SIR,—

You are requested to reply to the following questions, for the information of the Committee of the House of Assembly, on the subject of the St. John's Fire Brigade.

Yours, &c.,

R. B. HOLDEN,
Clerk Assistant G. A.

1.—What number of men do you consider sufficient to form a force to act as firemen, or form a Fire Company in St. John's?

2.—How officered, and under what control?

3.—Whether volunteers are paid, and, if paid, at what rate?

4.—Give your opinion as to the organization generally, and your views as to its establishment and maintenance.

5.—State your views as to the number of fire stations, fire alarms and general mode of operation.

6.—Also, as to desirability of establishing steam fire engines.

MISCELLANEOUS.

No. 1.—40 firemen.

No. 2.—One Captain to take charge of the whole company.

No. 3.—Pay Captain £50 cy, per annum.

" Men £20 "

If any fireman is injured on duty to be allowed a sum of money per day until he is able to resume his ordinary labor.

No. 4.—The Captain to organize the body; the Government paying a proportion of the expense, a direct tax on property another portion, Insurance Companys another portion.

No. 5.—Three fire stations.

Three alarms, by bell as now in existence.

No. 6.—I do not see the desirability for the expense of a steam fire engine in St. John's.

DAVID BAIRD.

MISCELLANEOUS.

CONSTABULARY OFFICE,
ST. JOHN'S, 10th April, 1876.

SIR,—

Relative to the formation of a Fire Brigade for St. John's, and in reply to the queries thereto, I beg to state as follows :—

1.—Sixty (not including officers) if paid.

2.—Six officers, viz. :—One General Superintendent; one First Director or Captain; three Second Directors or Lieutenants; one Secretary and Treasurer.

3.—Paid General Superintendsnt, £60 per annum; Captain, £50; three Lieutenants, £25 each; Secretary and Treasurer, £35; Petty Officers (say 10) £15 each; Men, £12 each.

4.—5.—6.—I beg to refer the Committee to my report of 15th ulto. to the Chairman, the hon. Solicitor General.

I have the honor to be,

Sir,

Your obedient servant,

P. CARTY,
Inspector of Constabulary.

R. B. HOLDEN, Esq.

MISCELLANEOUS.

1.—The directory of the General Water Company shall organize a Volunteer Fire Brigade in connection with the said Company, to be under the control and general superintendence of the Inspector of Constabulary, and to consist of :

One General Superintendent.

One Captain.

Three Lieutenants.

One Secretary and Treasurer.

2.—The Directors and Members of the Brigade will be clothed and equipped in a serviceable aud suitable manner as hereafter agreed upon by the General Superintendent, Directors, and Officers, and approved of by the said General Water Company.

3.—The General Superintendent, in conjunction with the said Directors, shall be *ex officio* fire-wardens for the town and district of St. John's, and upon the occasion of a fire occurring within the said town or district, the Senior Warden present (with the aid and assistance of his co-wardens) shall manage and direct said Brigade.

4.—A majority of the wardens present at any fire, if they shall consider such proceedings absolutely necessary to stay the progress of the fire, may pull down or remove any building or any part thereof.

5.—A medical attendant will be appointed by the directory of the said General Water Company to visit and attend officers and men who may be injured at a fire.

6.—The St. John's Fire Brigade shall be governed by such bye-laws as to their internal management as the Directors and Officers shall prescribe. Provided that such bye-laws shall be subject to the approval of His Excellency the Governor in Council.

7.—The members of said Brigade will be approved of and appointed by a majority of the Directors and officers, and will be liable to instant dismissal for disobedience of orders, drunkenness or other irregularities.

MISCELLANEOUS.

8.—The Secretary will report all fires of a serious nature to the First Director, who will submit same through the General Superintendent for the information of the Government.

9.—Any person wilfully obstructing the Directors, Officers, or Members of the said Brigade at a fire, or who shall refuse to assist when called upon by any of the said Directors or Officers of the said Brigade, shall be subject to a fine not exceeding forty dollars nor less than ten dollars, and in default of payment any term of imprisonment not exceeding two months nor less than eight days, with or without hard labor, to be dealt with in a summary manner before any Justice of the Peace. The party offending may be arrested or brought up by summons for so obstructing.

10.—Whenever the Directors, Officers and Members are called out on exercise or on duty at a fire, the following scale of pay will be allowed:

To each Director the sum of

To Secretary the sum of

To Treasurer the sum of

To each Petty Officer the sum of

To each Member the sum of

11.—The Directors of the said General Water Company shall, on the first day of July next, hand over all the property belonging to said General Water Company at present in the possession of the Phœnix and Cathedral Fire Companies, consisting of engines, hoes, axes, ladders, &c., &c., to the Directors of the said Fire Brigade.

MISCELLANEOUS.

CONSTABULARY OFFICE,
ST. JOHN'S, 15th March, 1877.

SIR,—

I beg to state that at the time the foregoing communication, relative to the formation of a Fire Brigade, was furnished, both companies had tendered their resignations, in consequence of which I was called upon to form a brigade, when more than a sufficient number offered their services, but before arrangements were fully gone into the members of the Phœnix Company withdrew their resignation, consenting to work as usual, and have since turned out to all fires with their usual promptness.

In the event of a paid brigade being organized I would wish to add a few further suggestions.

1.—I consider 60 men, not including officers, quite sufficient, when properly disciplined.

2.—That the present Volunteer Phœnix Company and the late Cathedral Fire Brigade be allowed the offer of uniting in order to form a new brigade.

3.—The brigade to be sub-divided into three divisions.

4.—The number of Officers to consist of six, as follows, viz:—One General Superintendent, one Captain, three Lieutenants, one Secretary and Treasurer.

5.—Each division to be under one Lieutenant, and the whole to be under the General Superintendent and Captain.

6.—That a place be provided near the Long Bridge upon which to erect a bell and in which to keep one or more hose carriages and other appliances for extinguishing fires, and the members of say No. 2 division should reside in the immediate vicinity and turn out to all fires occurring in that part of the town.

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7.—A similar arrangement be made at Fort William, in the immediate vicinity of which members of No. 3 division should reside and attend to all fires in that part of the town.

That No 1 division be stationed in the centre of the town, namely, at the Phœnix Hall, to turn out to fires in any part of the town.

I am of opinion that if this plan was adopted there would be no necessity for fire steam-engines, our water supply being abundant, nor would there be any necessity for a telegraph alarm.

I conclusion I would recommend that a barrack be provided at or near Riverhead, where the bell of No. 2 division could be placed, and that a Sergeant and five Constables be permanently stationed there, doing the ordinary beat duty in that end of the town, and that they be attached to that division of the Fire Brigade and act as firemen in case of fires.

That the same arrangement apply to No. 3 division at Fort William, a Sergeant and five Constables to be stationed there.

I have the honor to be,

Sir,

Your obedient servant,

P. CARTY,
Inspector of Constabulary.

The Hon. W. V. Whiteway,
Chairman Select Committee Fire Brigade.

MISCELLANEOUS.

MEMORANDUM.

With regard to the scale of pay what think you of the amount at the foot hereof, to be paid by the year instead of every turn out?

One General Superintendent £

One Captain, £50.

Three Lieutenants at £25 each, £75.

One Secretary and Treasurer, £25.

Sixty Men at £12 per man, £720.

MISCELLANEOUS.

March 24, 1877.

SIR,—

In reply to your note of 21st inst.

1.—Not less than 100 men to be formed into two companies of 50 men in each company.

2.—First and Second Directors, Treasurer and Secretary for each company, and to be under the control of the Directors of the General Water Company at time of fire and practice days.

3.—Volunteers are far superior to paid men, and are more to be relied on in case of danger; very often a bold dash has saved a large amount of property, paid men, I am certain, would not run any such risk.

4.—For my experience of 25 years, I am of opinion there cannot be established a better, safer or cheaper system than that in operation at the commencement of last year. The cost of maintaining two companies would be about £300 after being supplied with 60 lengths of hose, 8 hose carriages, 4 stand pipes, 8 branch pipes, 100 wrenches and belts, 10 hatches, 2 engines, 6 slides for winter and 2 sets of ladders.

5.—Two stations would be sufficient; any more would cause confusion. Six fire alarms would be required.

One South Side.

One Court House.

One on each Engine House.

One head of New Line.

One Queen's Beach.

MISCELLANEOUS.

It would be useless to adopt any system as to how the alarm should be given (unless at Court House); likely persons striking the bell would pay no attention to any instructions; the best plan would be to ring quick.

6.—Steam engines would do good service in lanes leading to the Barrens and could be supplied from the hydrants, and in case of fire on the South Side they would be invaluable; provided a barge or floating stage was ready to place them in; for fire in that locality must be encountered from the water with any chance of success; hand engines are almost useless if the fire was spreading.

I would respectfully suggest, in the event of volunteers being the choice, that a sum of money for each company be placed in a bank to their credit for accidents only while on duty; it would be for their interest not to allow imposition.

If this suggestion would be acted on, I have no hesitation in saying the Brigade would continue to act as firemen and resign all claims to the apparatus, the value which is about £600; they would have a guarantee if any of the men were disabled at fires they would be relieved until such time as they would be enabled to provide for their families.

I remain,

Your obedient servant,

WILLIAM MULLOWNEY.

MISCELLANEOUS.

St. John's, Newfoundland,
14th April, 1877.

Sir,—

In answer to the circular of 21st March respecting the fire brigades we beg to say that we consider a paid fire company preferable to a volunteer company, and that to be most efficient it should be in connection with the police force, in fact, form a part of it, but the estimated cost of such a company being so exceedingly high we think it would be better at present to re-organise the volunteer companies.

If only one volunteer company is organised it should consist of not less than sixty nor more than seventy men; if two companies, each should be of not less than forty nor more than forty-five men. They should choose their own officers. They should be provided with all the necessary appliances for extinguishing fires, with suitable woollen clothing for working at fires, and also with leather caps or helmets with large flaps to protect their heads and shoulders from both fire and water, further than that we think waterproof dresses would be more inconvenient than useful. They should be bound to attend all fires and not disband except by giving long notice, and in such case return all hose engines and other appliances entrusted to them.

A paid superintendent of fires who should take entire charge of the fire companies at a fire, and also direct the movements of the police with a view to saving and protecting property, as well as afterwards to investigate the cause of and report upon all fires would be a most desirable official, the difficulty of finding such a man (who should be thoroughly qualified for the work) and expense of a high salary would, however, probably prevent the idea being carried out, even if thought desirable. We would therefore suggest that at every fire, if there are two companies, they should both be under the chief direction of the first or second director of one of them, thus, the town being divided into two sections, the company's stations should be one in each section; if a fire occurs in the eastern section both companies should be under the direction of the director of the company located in that section, and similarly if in the western under the direction of the director of the company of that station; these stations should be placed if possible near the centre of the section.

MISCELLANEOUS.

The system of fire alarms proposed some time since by Judge Prowse of a Central Fire Bell on the Court House with telegraphic communication to other parts of the town is, we believe, the best, if properly carried out; it however failed in the first step by the erection of an unsuitable bell. We have since learnt that the expense of the telegraphic wires, &c., is too great to be entertained,—if so, we think the best plan is to replace the Court House Bell with one double its size and of a distinct and peculiar tone,—and if our suggestion of a station in each section of the town be adopted then a bell should be placed on each the three, being of very different tones. A much more rapid mode of ringing the central one should be adopted than that now practised. Before ordering new bells it would, we think, be desirable to make some enquiries respecting gongs.

As regards the expense of maintaining the fire companies, that should, as a principle, be borne by the public for whose benefit they are maintained; but seeing how largely the whole country is interterested in the preservation of the capital, it does not not seem unreasonable that the general revenue should bear some part of it, the Water Company the remainder. Speaking for the Insurance Company we represent we should be willing to assist in carrying out a well-arranged system by contributing towards the expense a moderate annual sum, which would be best and sufficiently met, we think, by affixing a stamp of ten or twelve cents to every Policy and Renewal Receipt—such stamp being made compulsory.

We consider steam fire-engines undesirable as being very costly and expensive to maintain, and not required when the supply of water is so large as it is here and the pressure so great, but the number of hydrants should be largely increased.

We are, Sir,

Your obedient servants,

W. & G. RENDELL,

Agents Phœnix Assurance Company.

To the Chairman of the Committee
on St. John's Fire Brigade.

MISCELLANEOUS.

SUGGESTIONS FOR THE RE-CONSTRUCTION OF THE FIRE BRIGADE.

1st.—That the town be divided into three wards—western, middle and eastern.

2nd.—That a station be erected in each ward, provided with the necessary materials and a fire bell.

A watchman to be placed at each station during night, for the purpose of giving the alarm in case of fire.

3rd.—That the Brigade shall be called the "Saint John's Fire Brigade," and shall consist of 60 paid men to receive each when their services are required, to be commanded by a and

4th.—That at the central station a staff of 30 men shall assemble in case of fire, and at the other two stations 15 men each; that they shall be exercised six times during the year, and be paid each every time they are called out for that purpose,

5th.—That the Brigade shall be entirely under the control of the Directors of the General Water Company, who, with the commanding the Brigade, shall be *ex officio* fire wardens for the town of St. John's.

6th.—That a floating steam fire engine be provided for the protection of buildings and property on the South Side as well as on the North side of the harbor.

7th.– That towards defraying a portion of the outlay necessary, a

MISCELLANEOUS.

tax of per cent. be levied on the net amount of premiums received by the agencies of the several Fire Insurance Companies established here.

That one fire escape be provided.

P. G. TESSIER.

COMMITTEE ROOM,
March 17, 1877.

MISCELLANEOUS.

OBSERVATIONS IN REFERENCE TO THE RE-ORGANIZATION OF THE ST. JOHN'S FIRE BRIGADE.

1.—Brigade to be under the legal control of the Directors of the Water Company and the Inspector of Police.

2.—That it be composed of sixty effective men exclusive of officers and that they be paid for their services.

3.—That a central station be fixed upon and a safe place of deposit be provided for the chief portion of the hose and other necessary adjuncts for use in case of fire.

4.—That two or more branch stations be provided, to each of which sections of six men (or perhaps ten) be appointed promptly to rendezvous immediately on any alarm of fire, that a Lieutenant be appointed to have charge of such sections or companies, all of course subject to the supreme command of the Captain or First Director of the brigade, and when such companies have mustered they shall proceed without delay to the scene of conflagration.

5.—That a bell be provided for each station to be rung only when a fire occurs in the district in which such bell may be placed.

6.—Recommend that for the purpose of revenue to help to meet the expense necessarily incurred in the re-construction of the Fire Brigade, that a stamp duty of twenty cents be placed on every receipt or policy issued by all Fire Insurance Companies doing business in the Island, no receipt or policy to be valid after the passage of the enactment respecting the Fire Brigade unless such stamp be fixed thereon.

S. RENDELL.

MISCELLANEOUS.

STATISTICS OF THE FIRE DEPARTMENT, ST. JOHN, N.B.

4 steam fire engines (3 in use and one spare one).

4 hose carts (3 in use and one to spare).

3,600 feet of hose, kept ready for use.

1 hook and ladder truck.

1	Chief Engineer—salary	$1,000
3	Engine men—total pay	1,800
4	Drivers of double team—total pay	1,920
3	Assistant Enginemen—total pay	1,260
1	H. & L. Teamster—total pay	420
1	Keeper of Stores and Teamster—total pay	420
37	Hosemen—total pay	3,700
7	H. & L. Men—total pay	700
3	Assistant Engineers—total pay	300
		$11,520

The average annual cost of the Department is about $16,000.

Carleton (west side of St. John) and Portland (adjoining St. John) have separate fire departments.

The chief engineer and enginemen take charge also of the fire alarm system.

Firemen are exempt from jury duty and taxes to the extent of four dollars.

MISCELLANEOUS.

COMMITTEE ROOM,
March 15th

PRESENT:

SOLICITOR GENERAL,
Mr. KENT,
" FENELON,
" AYRE.

FRANCIS BOGGAN—

Has been about 25 years first Director Phœnix Volunteer Fire Brigade. Considers sixty men (exclusive of officers) the least number requisite to form a Fire Brigade for St. John's. Recommends three stations; one in centre of town, one at head of Job's Lane and one at Ordnance Yard. Should be a bell at each station.

There should be sixty men present at each fire to manage the apparatus. The men should be exercised at least six time a year. They should be provided with warm clothing.

Considers that they should be paid for their services, if only sixty men. It would, I think, be preferable to volunteer system. If sufficient pay be given to secure good men, sixty will be ample.

The hose and material now in possession of Phœnix Fire Brigade belongs to the General Water Company.

CHARLES GAMBERG—

Has been seventeen years in the Cathedral Volunteer Fire Brigade; seven years second Director, one year first Director.

Does not consider sixty men would be sufficient to form a Brigade; should be a sufficient number to meet contingency of two or more fires at same time. Thinks that from eighty to one hundred would at least

MISCELLANEOUS.

be necessary. Concurs with Mr. Boggan as to stations and bells. The men should be exercised by night as well as day. Concurs with Mr. Boggan as to clothing. Prefers the volunteer to a paid system, and that volunteers would form a more efficient brigade.

The hose and material now in possession of the Cathedral Fire Brigade, is the property of the General Water Company. The building they occupy belongs to the brigade.

MISCELLANEOUS.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
March 21, 1877.

SIR,—

You are requested to reply to the following questions, for the information of the Committee of the House of Assembly, on the subject of the St. John's Fire Brigade.

Yours, &c.,

R. B. HOLDEN,

Clerk Assistant G. A.

1.—What number of men do you consider sufficient to form a force to act as firemen, or form a Fire Company in St. John's?—Fifty.

2.—How officered, and under what control?—Police.

3.—Whether volunteers are paid, and, if paid, at what rate?—Paid as policemen.

4.—Give your opinion as to the organization generally, and your views as to its establishment and maintenance.—Under Police organization.

5.—State your views as to the number of fire stations, fire alarms and general mode of operation.—Two stations—one east, one west.

6.—Also, as to desirability of establishing steam fire engines.—No steam fire engines required; one good manual engine at each station with full supply of hose, &c.

CHAS. BOWRING.

MISCELLANEOUS.

St. John's,
13th April, 1877.

Sir,—

In reply to the questions in your circular of the 21st March, relative to the St. John's Fire Brigade, the following is my opinion :—

1.—I consider that from ninety to one hundred men sufficient.

2.—The members of said brigade to choose their own officers.

3.—I believe that one volunteer is better than five paid men as firemen.

4.—As to this question I leave it to the judgment of the Committee.

5.—As to the number of stations, I would say four, two central and one each end of the town.

6.—I would recommend a floating steam engine for the South side, but think it useless for the North side.

Yours, &c.,

CHARLES GAMBERG.

R. B. Holden, Esq.,

MISCELLANEOUS.

April 12th, 1877.

DEAR SIR,—

In answer to your note to Mr. Boggan and the questions proposed in the printed circular you sent him, the Phœnix Volunteer Fire Company were called together and gave their opinion on the subject as follows:—

The average attendance of the company for the past ten years was 33 men for each time the company was called together out of 60 members on the list. In the event of a large fire the attendance was generally 40 men. The company are of opinion that sixty men working at fires were sufficient.

The Officers of the Company to consist of Captain, two Lieutenants, Treasurer and Secretary.

The Company are of opinion that a yearly salary paid to the members will make a more efficient fire company than volunteers.

The Company are of opinion that there should be a station for hose carriages at Riverhead, near Job's Lane, and another at Fort William; suitable bells to them are required.

The Company think there is no necessity for a steam engine.

Yours respectfully,

WILLIAM HARRIS,

Secretary P. V. F. Company.

MISCELLANEOUS.

St. John's,
11th April, 1877.

Dear Sir,—

In answer to your note of the 10th inst., I beg leave to inform you that the average number of men of the Cathedral Volunteer Fire Brigade attending each fire for the last ten years was from forty-five to fifty.

And since I have been Secretary, which is now fifteen years, it has been about the same average.

I am, Sir,

Your obedient servant,

JOHN DONNELLY,
Secretary C. V. F. Company.

R. B. Holder, Esq.

MISCELLANEOUS.

GENERAL WATER COMPANY,
St. John's, 18th April, 1877.

MY DEAR SIR,—

The value of Freehold Property is $87,793,

The value of Leasehold Property is $102,365,

By last appraisement,

Yours truly,

J. S. CLIFT.

MISCELLANEOUS.

QUEEN INSURANCE COMPANY OF LIVERPOOL AND LONDON,
NEWFOUNDLAND AGENCY,
ST. JOHN'S,
April 16th, 1877.

Hon. W. V. WHITEWAY, Q. C.,

Chairman of Committee of the House of Assembly, on the subject of the St. John's Fire Brigade.

SIR,—

I have much pleasure in presenting the following suggestions (for the information of your Committee) in reply to your circular of the 21st March, 1877.

1.—If the volunteer system is to remain in vogue, I do not consider it advisable, or in any way tending to the efficiency of a fire company, to limit the number of men, as a considerable portion of such a body cannot be brought together at one time, especially at night, when most wanted.

2.—In addition to any officers that the companies might appoint for its internal management, such as Director and Treasurer, I would advocate the introduction of a General Superintendent, some practical man competent to direct the men at fires, and would be responsible to the authorities.

3.—In the event of failure in forming a thoroughly effective volunteer force, my opinion would incline to the paid system, and in order to obtain young and active men, I would name seven dollars a week as a fair remuneration.

4.—Under the paid system, I would advise the formation of a body to consist of forty-five men divided into four sections, each section to contain ten men controled by a guardian; the whole organization to be under the immediate supervision of some first-class man. As to the maintenance of such a force, I should say that the city, in conjunction with the General Water Company, would gladly pay for the security

MISCELLANEOUS.

that such a company would ensure. Firemen elsewhere receive many privileges, such as exemption from the jury box, water rates, &c. I do not think that the Insurance Companies would object to a small tax for the purpose of furnishing the firemen with suitable working suits.

A great boon would be conferred upon the city by the introduction of a regular telegraph fire alarm. There should be at least four fire stations; one of them situated on the South Side, one at each end of the town, the other somewhere in the centre. Having the men advantageously stationed, when a fire does occur, much valuable property can be saved.

As steam fire engines are eostly, I think the introduction of two or three first-class hand engines, in addition to those already in use by the fire companies, would answer for the districts outside the line of hydrants.

I remain, sir,

Yours respectfully,

SIMON DONOVAN,
General Agent for Newfoundland.

MISCELLANEOUS.

Evidence before Select Committee on the petition of the Right Rev. Dr. Kelly and others.

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
April 14, 1877.

In the matter of the Petition of the Right Reverend JAMES B. KELLY, *Doctor of Divinity, Bishop of Newfoundland, and* AUGUSTUS O. HAYWARD, *of St. John's, Barrister at Law, praying for an Act of Incorporation of the Diocesan Synod of Newfoundland.*

PRESENT:

Hon. SOLICITOR GENERAL, *Chairman.*
Mr. KENT,
" MCNEILY,
" TESSIER,
Hon. the SPEAKER.

AUGUSTUS O. HAYWARD, examined (the following papers having first been read, namely),—

1.—Petition for Select Committee.

2.—Certificate of Incorporation of Diocesan Synod.

3.—Last Will and Testament of Dr. Feild.

4.—Draft Bills proposed with Schedule of Property (now held on Trust for Church of England purposes).

MISCELLANEOUS.

Probate of the Will of the late Dr. Feild has been granted to the Executors above named. These Executors have given their consent to the prayer of the petition before the Committee and to the provisions of the draft bill. The interest of Mrs. Feild, the widow of Dr. Feild is not in anywise affected by the proposed Bill. The Schedule now read is correct so far as it goes. I have in my possession all the original title deeds therein referred to. As Bishop of Newfoundland Dr. Kelly has also assented to the alienation of the several properties mentioned in the said Will. No private rights are in anywise affected by the Bill proposed.

AUGUSTUS O. HAYWARD.

MISCELLANEOUS.

General Statement of the Affairs of the Union Bank of Newfoundland for the year ending 31st May, 1876.

LIABILITIES.

Capital Stock paid up		£76,000	0	0
Reserve Fund		68,000	0	0
Profit and loss undivided		1,493	4	11
Bank Notes in circulation		138,743	0	0
Due by the Bank (including deposits on interest payable in January and July only on receiving 15 days' notice)		384,883	4	2
Dividend of 16 per cent. for the year ending 31st May, 1876	£12,160			
Less one half paid in December last	6,080			
		6,080	0	0
Bonus of £1 per Share for year ending 31st May, 1876		1,520	0	0
		£676,719	9	1

ASSETS.

Specie in the vault of the Bank	£69,225	7	8
Notes of other Banks	3,915	0	0
Bills discounted, Loans, &c., including Newfoundland Government Debentures	235,479	4	7
Balance due by Agents and funds available in 15 days	359,475	13	11
Leasehold Premises, Water Street	4,624	2	11
Bank Premises, Iron Safes and Office Furniture (cost over £8,000)	4,000	0	0
	£676,719	9	1

MISCELLANEOUS.

Average amount of Notes in Circulation and Specie on hand, for the year ending 31st May, 1876.

1875.	Specie.	Circulation.
June	£51,055	£142,246
July	44,493	131,914
August	49,067	131,104
September	62,197	133,817
October	67,570	142,575
November	70,055	170,463
December	70,561	169,219
1876.		
January	69,203	151,682
February	71,421	141,340
March	73,751	134,564
April	64,613	135,301
May	68,071	138,306
Average for the year	63,504	143,544

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.

W. B. GRIEVE,

ROBERT THORBURN.

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, aforesaid, this 7th day of June, A.D., 1876.

(Signed,)

H. T. B. WOOD,
Commissioner Affidavits.

MISCELLANEOUS.

Dr. *The Commercial Bank of*

To Proprietors for Capital Stock		£50,000	0	0
" Notes on the Bank in circulation		68,297	0	0
		118,297	0	0
" Due to Sundries on current accounts, deposit receipts, &c., &c		124,912	10	4
" Unclaimed Dividends		266	0	0
" Dividend for the year, at 10 per cent	5,000			
of which one-half was paid Dec., 1875	2,500			
	2,500			
Bonus	500	3,000	0	0
" Reserved Fund		22,000	0	0
" Profit and Loss, unappropriated		1,701	0	5
		£270,176	10	9

MISCELLANEOUS.

Newfoundland, 30th June, 1876. *Cr.*

By Specie in the Vault in Gold and Silver Coins.....	£52,002	8	5
" Notes of and Cheques on other Banks.....	1,132	14	8
	53,135	3	1
" Debenture Bonds, Water Stock and other investments, including interest now due thereon, &c.	52,804	5	0
" Local Bills, discounted, Bills of Exchange and amounts due from other Banks, &c.....	162,237	2	8
" Bank Premises, with Iron Safes, Office furniture and fixtures (cost £4,000).....	2,000	0	0
	£270,176	10	9

MISCELLANEOUS.

Average amount of Notes in Circulation and Specie on hand, in each Month for the Year ending 30th June, 1876.

Month.	Notes.	Specie.
1875.		
July	£71,187	£52,369
August	70,572	47,572
September	71,085	35,136
October	77,092	34,815
November	88,604	41,416
December	86,562	39,994
1876.		
January	79,924	42,329
February	75,215	40,751
March	71,419	40,478
April	72,060	51,409
May	72,944	50,969
June	71,866	51,577
Average for the year	75,711	44,082

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, 1876.

S. RENDELL,
JOHN WINTER,
J. GOODFELLOW,
EDWIN DUDER,
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 at St. John's, this 7th day of July, 1876, before me,

H. T. B. WOOD,
Commissioner Affidavits.

MISCELLANEOUS.

Report of the Cashier of the Newfoundland Savings' Bank for the year ending 31st December, 1876.

Amount of deposits on the 31st December, 1876.....	$1011880 22
" " " 31st December, 1875.....	983768 09
Increase of deposits for the year 1876.....	28112 13
Amount deposited during the year.....	168552 99
Amount withdrawn during the year.....	140440 86
Amount received for interest on investment of all kinds...	45959 05

Which was thus closed,—

Interest added to Depositors' account for year.....	$29083 51	
Disbursement Account.....	2660 00	
Harbor Grace disbursements.....	400 00	
Balance carried to Reserve account.....	13815 54	
		45959 05

The Reserve account as follows:—

Cr.

Balance from year 1875.....	39493 01
Profit of this year added.....	13815 54
	$53308 55

Dr.

To paid premium on purchase of $34231.00 debentures...	2508 03
Balance to Credit of Reserve account.....	$50800 52

MISCELLANEOUS.

The Assets are as follows:—

Cash in the Union Bank	$287503 86	
" on hand	17642 33	305146 19
Colonial Debentures		565009 39
General Water Company Stock		101500 00
General Water Company advances		38874 00
Fee-simple and Mortgaged Property		34155 80
Discounts and Loans		8935 36
Harbor Grace Water Company advances		5460 00
Harbor Grace Water Company debentures		3600 00
		$1062680 74

CONTRA.

The Deposits	$1011880 22
" Reserve Account	50800 52
	$1062680 74

Respectfully submitted,

EDWARD MORRIS, *Cashier.*

Certified by—

F. B. T. CARTER, }
A. SHEA, } *Directors.*

MISCELLANEOUS.

CLASSIFICATION OF DEPOSITS.

1014	Accounts under.....	$200
613	Ditto	500
308	Ditto	1000
146	Ditto	2000
53	Ditto	3000
14	Ditto	4000
7	Ditto	5000
3	Ditto	6000
1	Ditto	8000
1	over	8000
1	Harbor Grace branch.....	76600
2161	Accounts.	

EDWARD MORRIS, *Cashier.*

MISCELLANEOUS.

Statement of Affairs of the Newfoundland Screw Steam Tug Company, 31st Dec., 1876.

DR.

To Capital subscribed and paid up		$50,400 00
Liabilities—none.		
Balance in favor of the Company		6,451 38
		$56,851 38

CR.

By Cash in Manager's hands	$ 850 05	
Cash in Union Bank	2,401 33	
Stock of Coals on hand	3,200 00	
		$6,451 38
Steamers *Cabot* and *Hercules*, as per stock list		50,400 00
		$56,851 38

ROBERT THORBURN, *President.*

JOHN GREEN, *Secretary.*

LEWIS TESSIER, THOS. R. SMITH, } *Directors.*

31st January, 1877.

I hereby certify that Captain John Green, Secretary of the "Newfoundland Screw Tug Company," having appeared before me this day, was duly sworn touching the above statement of the affairs of the Company, being just and true to the best of his knowledge and belief.

HY. RENOUF, *J. P.*

MISCELLANEOUS.

Statement of the Notre Dame Mining Company, 1876.

St. John's, Newfoundland,
3rd February, 1877.

The Directors of the Notre Dame Mining Company submit the following General Abstract of the Company's affairs, made to the 30th December, 1876.

Dr.

To Capital Stock £15,000, of which amount there has been paid	£13,036	0	0
Estimated amount due from law expenses, office rent and printing	34	0	0
	£13,070	0	0

Cr.

By purchase money of Burton's Pond Mine	£6,000	0	0
" amount expended in erection of buildings	850	0	0
" Union Bank Deposit Receipt	300	0	0
" Cash " "	29	14	10
" Balance of expenditure in wages of Officers and Miners, with incidentals	5,870	5	2
	£13,070	0	0

MISCELLANEOUS.

During the past year the Company accepted an offer for the working of their mine at Burton's Pond, the lessee to pay a royalty on the amount of ore issued and shipped, and the expectation is that the result will be mutually satisfactory.

C. S. PINSENT, *President.*

WILL. H. WARREN,
RICHARD HARVEY,
THOMAS KNIGHT,
WILLIAM KNIGHT,
E. L. JARVIS,
} *Directors.*

I, Edward L. Jarvis, Acting Treasurer and Secretary of the Notre Dame Mining Company, do swear that the foregoing statement and report of the Directors of the said Company are true to the best of my knowledge and belief.

Sworn to before me, at St. John's, Newfoundland, this 3rd day of February, 1877.

HY. RENOUF, *J. P.*

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OF THE

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Twelfth General Assembly

OF

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