

Parliamentary Copy.

JOURNAL

OF THE

House of Assembly

OF

NEWFOUNDLAND.

Anno Quadragesimo Quarto Victoria Regina.

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.



ALEX. J. W. McNEILY, Esq., Q. C., Speaker.

Third Session of the Thirteenth General Assembly.

ST. JOHN'S, NEWFOUNDLAND.

F. W. BOWDEN, PRINTER.

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JOURNAL

OF THE

House of Assembly

NEWFOUNDLAND

Printed and Published by JAMES HARRIS, at the Press of the Government Printer, St. John's, N. F.

THE EXCELLENT SIR JOHN HAWLEY BLOWER, 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.



ALEX. J. W. BARKER, Esq., G. C. Speaker.

Third Session of the Twentieth General Assembly.

BY JOHN A. NEWELL, Printer,
at the Press of the Government Printer,
St. John's, N. F.



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 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 Fifteenth day of July instant; and
whereas I think fit to Prorogue the said General Assembly until
Thursday, the Sixteenth day of September next: I do, therefore by
this, my Proclamation, further Prorogue the said General Assembly
until Thursday the Sixteenth 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
the Government House, at St.
John's, in the aforesaid Island,
this Eighth day of July,
A. D. One Thousand Eight
Hundred and Eighty-one.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.



*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 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 Sixteenth day of September instant; and and whereas I think fit to Prorogue the said General Assembly until Thursday, the Eleventh day November next: I do, therefore, by this my Proclamation, further Prorogue the said General Assembly until Thursday, the Eleventh 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
the Government House, at St.
John's, in the aforesaid Island,
this Ninth day of September,
A. D. One Thousand Eight
Hundred and Eighty.

By His Excellency's Command.

E. D. SHEA,
Colonial Secretary.



*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 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 Eleventh day of November instant; and whereas I think fit to Prorogue the said General Assembly until Thursday, the Sixteenth day of December next: I do, therefore by this, my Proclamation, further Prorogue the said General Assembly until Thursday the Sixteenth 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 Eighth day of November,
A. D. One Thousand Eight
Hundred and Eighty-one.

By His Excellency's Command,

E. D. SIEA,
Colonial Secretary.



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 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 Sixteenth day of December instant; and
and whereas I think fit to Prorogue the said General Assembly until
Thursday, the Seventeenth day February next: I do, therefore, by this
my Proclamation, further Prorogue the said General Assembly until
Thursday, the Seventeenth 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 aforesaid Island,
this Eighth day of November,
A. D. One Thousand Eight
Hundred and Eighty.

By His Excellency's Command.

E. D. SHEA,
Colonial Secretary.

the Hon. Sir William F. Whitney, K.M.C., and Edward Tappan
the Hon. Sir William F. Whitney, K.M.C., and Edward Tappan

JOURNAL

AND

PROCEEDINGS

OF THE

THIRD SESSION

OF THE

Thirteenth General Assembly

OF

NEWFOUNDLAND.

THURSDAY, February 17, 1881.

The General Assembly having by several Proclamations of His Excellency the Governor, hereto prefixed, been prorogued until this day, the Members thereof met in the Assembly Room.

By virtue of a Commission under the Great Seal of this Island to

the Hons. Sir William V. Whiteway, K.C.M.G., and Edward Dalton Shea, which is as follows:—

*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 Sir William V. Whiteway, K.C.M.G., and Edward D. Shea, members of the Executive Council, of the Island of Newfoundland, to be Commissioners, they or either of them to Administer the Oath of Allegiance to Augustus Frederick Goodridge, Esquire, who has been elected to serve in the General Assembly of our said Island for the District of Ferryland, and appointed by Proclamation of our Governor of our said Island to be holden at St. John's, on the Seventeenth day of this instant month.

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 is to make due return under their hands and seals, unto our Governor of our said Island with these Presents annexed.

Given under the Great Seal of our aforesaid Island.

Witness Our trusty and well-beloved
Sir 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 Depend-
encies, at St. John's, in the said
Island, the Fifteenth day of Feb-
ruary, A. D. 1881, and Forty-fourth
year of Our Reign.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.

Dedimus Potestatem.

The said Commissioners came between the hours of twelve and one o'clock, on the seventeenth day of February into the Council Chamber, John Stuart, Esquire, Clerk of the House, attending, when Augustus Frederick Goodridge, Esquire, returned Member for the District of Ferryland, in place of J. G. Conroy, Esquire, who had accepted office, took and subscribed the Oath of Allegiance in presence of said Commissioners.

And the said Augustus Frederick Goodridge, Esquire, took his seat as Member for the said District accordingly.

A Message from His Excellency the Governor.

At half-past two o'clock, a Message from His Excellency the Governor was delivered by W. F. Rennie, Esquire, the Gentleman Usher of the Black Rod, commanding the immediate attendance of Mr. Speaker and the House in the Council Chamber,—

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

Mr. SPEAKER informed the House that when in attendance on His Excellency the Governor in the Council Chamber, His Excellency had been pleased to make a Speech to both branches of the Legislature, of which to prevent mistakes, 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 :

I am glad to recur to your advice and assistance in relation to the public business of the Colony.

The record of our trade and staple industries for the last year is not of a satisfactory character.

The seal fishery was attended with considerable loss to the outfitters in many instances, and, on the whole, the adventure was not successful.

The aggregate catch of codfish shows a full average, but the weather in the curing season operated most detrimentally, and an unusually large proportion of fish of inferior quality was the result. Norwegian competition, which has now become so formidable in most of our markets, contributed largely during the past season to the depreciation of our export, and has left injurious effects upon the general interests of the island. The salmon and herring fisheries both yielded deficient returns. The subject is so important that I would again venture to reiterate the well-founded opinion that the increasing difficulties of the trade renders it additionally imperative that the cure of our staple should receive greater care, to enable exporters more effectively to compete with their vigilant and enterprising rivals. The production of cod oil was nearly an average one, with better results in value than in the previous year.

Though our agricultural returns were in some respects unremunerative, every year's experience seems to emphasize the necessity of bestowing increased attention upon the cultivation of the soil, and relieving the people, to as large an extent as possible, from that dependence on the fisheries which is so often followed by disastrous consequences.

Mining enterprise was not prosecuted last year with the usual vigor; but as some of our largest mining properties have lately passed into the hands of a new Company, I trust we shall soon see fresh activity imparted to this branch of industry.

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

The Revenue of 1880 was below the estimated amount. This result arose chiefly from short returns on spirits, molasses, sugar, and

tobacco, and the circumstances appear to indicate that the deficiency will be in a great degree restored during the current year.

The accounts of the last, and the estimates of the present year, will be placed before you as early as practicable, and I rely on your usual readiness to provide for the demands of the public service.

In virtue of the Act passed in 1879, to appropriate the Reserve Fund of the Savings' Bank to the redemption of our public debt, the first instalment of one hundred thousand dollars of that fund has lately been applied to this purpose and the debentures to this amount cancelled,—thus effecting a reduction of five thousand dollars a year in the charge of interest.

Mr. President and Hon. Gentlemen of the Legislative Council :

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

In accordance with the Railway Act passed last Session, a Commission was appointed, and a survey has been completed from St. John's to the neighborhood of Spread Eagle Peak, with a branch line to Harbor Grace, and an alternative line to Brigus or Clark's Beach. I hope to be enabled speedily to place the report of this survey in your hands. Propositions very lately made to the Government by representatives of capitalists for the construction of the Railway are now under consideration, the result of which will be duly communicated to you.

The Anglo-American Telegraph Company have constructed a line of telegraph from St. John's to Trepassey, according to the terms of their charter, with a branch to Cape Race, on account of the Government. I have no doubt that this addition to our telegraphic system will be found to be of much advantage to the commerce of the Colony.

Her Majesty's Government have informed me of arrangements for taking a census of the population of the British Empire in April

next, and of their desire that that of Newfoundland should be taken simultaneously. I have replied, at the instance of my advisers, that owing to the lateness of the season, and the want of facilities of internal communication, this measure would not be practicable, but that I would forward, in substitution, an approximate estimate of our population. I am led to conclude that this will suffice for the present purpose.

Despatches received from the Right Honorable the Secretary of State on this and other subjects, with other public papers, will be laid before you.

In conclusion, I sincerely hope the Divine blessing may guide your deliberations to measures promotive of the public good.

On motion of Mr. Mackay, seconded by Dr. Skelton,—

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, Dr. Skelton, Mr. Penny, Mr. O'Mara, and Mr. Goodridge, do form the Committee.

The CHAIRMAN OF THE BOARD OF WORKS gave notice that on to-morrow he will move for the appointment of a Select Committee on the Contingencies of this House for the present Session.

Mr. MACKAY gave notice that on to-morrow he will move for the appointment of a Select Committee of this House on Printing and Reporting for the present Session.

Also, that on to-morrow, he will move for the suspension of the Rules of the House in reference to the Address of Thanks.

Mr. KENT gave notice that, on to-morrow, he will ask the Hon. and learned Premier which of the Ministers of the Crown is responsible for the conduct of matters done under the authority of the Act of last Session, entitled "An Act to authorize the raising by Loan of a Sum of Money for the construction of a Railway and for other purposes connected therewith," and to which of the Ministers questions relating to such matters should be addressed.

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

Ordered,—That the House adjourn till Monday next.

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

MONDAY, February 21, 1881.

Dr. SKELTON, from the Select Committee to prepare an Address of Thanks in reply to the Speech of His Excellency the Governor on opening the present Session of the Legislature, presented the report which he handed in at the Clerk's Table, where it was read a third time.

Ordered,—That the Rules of the House be suspended in reference thereto.

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

And the Address was read a second time accordingly.

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

On motion of the Chairman of the Board of Works, seconded by Dr. Skelton,—

Resolved,—

That a Select Committee be appointed on the Contingencies of the present Session.

Ordered,—That the Chairman of the Board of Works, Dr. Skelton, Mr. Penny, Mr. O'Mara, Mr. Greene and the Speaker do form the Committee.

On motion of the Hon. Mr. Winter, seconded by Mr. Watson,—

Resolved,—

That a Select Committee be appointed on Printing and Reporting.

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

Mr. KENT presented a petition from Joseph English, Proprietor of the Terra Nova Advocate, which was received and read praying that the Debates of the Session of this Assembly may be published in that paper.

Ordered,—That the said petition be referred to the Select Committee on Printing and Reporting.

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

TUESDAY, February 22, 1881.

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

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

WEDNESDAY, February 23, 1881.

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

Mr. SPEAKER left the chair.

Mr. WATSON took the chair of the Committee.

Mr. SPEAKER took the chair.

The Chairman reported from the Committee that they had agreed to the Address to them referred without amendment and he handed the Address in at the Clerk's table, when 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 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, desire to thank your Excellency for the gracious speech with which you have been pleased to open the present Session of this General Assembly.

With your Excellency we recognize the loss which to many outfitters attended the prosecution of last seasons Seal Fishery; and, while regretting that the general results of the past year's trade should

have proved unsatisfactory, particularly in the matter of prices received by exporters for staple products, we trust that a more careful attention on the part of the fishermen to the cure of our prime staple, may yet enable our people to overcome the injurious effects of Norwegian competition in foreign markets. We entirely concur in the opinion expressed by your Excellency as to the necessity for consideration of this important question on the part of those directly interested.

It is especially satisfactory to us to know that agricultural operations in this Colony, though in some respects they may appear to have been unremunerative, may still be deemed to be progressive and as capable of further expansion. We remark with interest and with hope the gradual development of this important department of our local industries, and we trust that at no distant period the cultivation of the soil may be elevated to the position of a constant and lucrative source of income for a large section of our population.

We regret with your Excellency the partial decline of mining operations during the past year; but we unite with you in the hope that renewed vigor in the prosecution of this enterprise, which continues to increase in importance as a source of wealth to this Colony, will be displayed by those into whose hands the proprietorship of valuable mineral regions has lately passed.

We observe that the Revenue for the year 1880 failed to reach the estimated amount, but we feel justified in regarding this as a mere temporary deficiency which does not seem to call for any readjustment of the present equitable tariff. We thank your Excellency for the promise of accounts and estimates, and we desire to assure your Excellency of our accustomed regard for the exigencies of the public service.

The action of your Excellency's advisers in the statutable appropriation of the Savings' Bank Reserve Fund to the redemption of a portion of our public debt, we regard as an arrangement well calculated to promote the stability of the Colony's financial condition and to confirm the public credit.

We thank your Excellency for the promise to submit to this House at an early date the results of the recent Railway Survey, which has been made by virtue of an Act passed during the last Session of the Legislature, as well as for the promised particulars of propositions now under consideration with a view to giving practical effect to the provisions of that enactment.

The further extension of telegraphy within this colony is a subject of great interest, the general importance of which cannot in the present condition of this country be too highly estimated. We learn with satisfaction that the Anglo-American Telegraph Company has, conformably to the provisions of that Company's charter, connected the port of Trepassey with the metropolis by a line of telegraph, and has also, at the instance of the Government, extended the telegraphic communication to the important locality of Cape Race, a connection and communication which will doubtless be accompanied with great advantage to the trade of the country.

We thankfully acknowledge your Excellency's promise that despatches from the Right Honorable the Secretary of State, with other public papers of interest, will be submitted for the consideration of this House.

We join with your Excellency in the hope that our public deliberations may be conducted under Divine guidance, and tend towards the permanent good and advancement of our country.

Ordered,—That the Address be now read a third time.

And the Address was read a third time accordingly.

Ordered,—That the Address be adopted and engrossed, and be presented to His Excellency the Governor by Mr. Speaker and the Whole House.

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

THURSDAY, February 24, 1881.

Mr. LITTLE presented a petition from Patrick Kenny and others, of Middle Bight, Kelligrews, Port-de-Grave and Kelly's Island, which was received and read praying for the erection of a Landing Place at Kelly's Island.

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

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

By the Hon. FINANCIAL SECRETARY—

From James Burden and others, of Salvage, and Salt Pond, Henry Abbot and others, of Bonavista, and from James McCormack and others, of Southern Arm, Bonavista Bay West.

By the Hon. Mr. RORKE,—

From Jeremiah Lyons and others, of Carbonear.

By Mr. GOODRIDGE,—

From George Pack and others, North side of Bay Bulls, and from Lawrence Nowlan and others, of Mobile.

By Mr. McLAUGHLAN,—

From Peter Neville and others, of Monday's Pond Road.

By the Hon. Mr. WINTER,—

From Joseph Brown and others, of Burin, and Ship Cove, Wm. Strong and others, of Salmonier, District of Burin.

By Dr. SKELTON,—

From James Hall and others, of Inner Pinchard's Island.

By Mr. GREENE,—

From John Bearns and others, of Clam Cove.

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

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Richard Marshal and others, of English Harbor, Fortune Bay, which was received and read praying for the construction of a Breakwater there.

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

Hon. Mr. WINTER presented petitions from Michael Kennedy and others, of Beau Bois ; Nicholas Bauldwin and others, of Mary's Town, Mortier Bay, and from James Joyce and others, of Hay Cove, Flat Islands which were severally received and read praying for the construction of Breakwaters at those settlements.

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

Hon. Mr. RORKE presented a petition from Roland M. Nelson and others, of Carbonear, which was received and read, praying that Asses or Shetland Ponies might be imported to replace the dogs hitherto used in this country.

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

He also presented a petition from Peter Hamilton and others, of Carbonear, which was received and read, praying that a Pump may be placed in the vicinity of the London Road there.

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

He also presented a petition from Edward Brennan, Proprietor of the *Carbonear Herald and Outport Telephone*, which was received and read, praying remuneration for printing the Debates of the Assembly in that newspaper.

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

The FINANCIAL SECRETARY presented a petition from James Ford, which was received and read, praying that his salary as Ferryman between Upper Amherst and Kings Cove may be increased.

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

Mr. GREENE gave notice, that on to-morrow, he will move an Address to His Excellency the Governor on the petition of John Bevis and others, of Clam Cove, for a road to join the Renewes and Trepassy Main Line.

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

Propositions from Mr. A. L. Blackman in reference to the construction of a Railway in Newfoundland.

Proposition of Mr. E. W. Plunket on the same subject.

(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.

FRIDAY, February 26, 1881.

The FINANCIAL SECRETARY presented to the House the following documents :

Consolidated statement of Expenditure for each particular service in the Colony for the year ending 31st December, 1880.

Detailed statement of expenditure of sundry services by Financial Secretary.

(For which see *Appendix.*)

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

Mr. TESSIER gave notice that on to-morrow he will ask the Chairman of the Board of Works, when he intends to carry out that section of the Road Act for 1880, that empowers him to remove Radford's House at River Head.

Mr. WATSON presented a petition from Martin Rowe and others,

of Hearts Content, which was received and read, praying for a grant to open a road from the Dock Bridge there.

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

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

Ordered,—That the House, at its rising, do adjourn till to-morrow at half-past eleven o'clock.

Then the House adjourned till to-morrow at half-past 11 of the clock.

SATURDAY, February 26, 1881.

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 the Speech of His Excellency on opening the present Session of the Legislature:—

MR. SPEAKER and the House repaired to Government House and being returned to the Assembly Room,—

MR. SPEAKER informed the House that when in attendance on His Excellency the Governor at Government House he had presented the

Address of Thanks to which His Excellency had been pleased to reply as follows :

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

I am gratified to receive the Address just presented, which is to me an assurance that the opinions offered in my Speech at the opening of the Session are in unison with public sentiment on the various subjects to which they relate.

I participate in the anxiety you naturally experience with regard to the present and future fortunes of the Colony, and in the hope that general advancement may be secured by judicious measures of legislation.

The subject of the proposed Railway is one eminently worthy of your best attention ; and I trust further investigation may result in confirming your decision that Newfoundland should no longer be without that agency which has proved itself one of the most effective promoters of modern progress.

On motion of Mr. GREENE, seconded by Mr. O'MARA,—

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

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.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the ac-

companied petition of John Bevis and others, inhabitants of Clam Cove, upon the subject of a branch road from thence to join the Main Road from Renew's to Trepassey, 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 Address be engrossed and presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

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

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

Receiver General's Accounts in Treasury Department for the year 1880.

Assets and Liabilities of the Colony for the year 1880.

Public Debt of the Colony for the year 1880.

Return of Ships built in the Colony for the year 1880.

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

The CHAIRMAN OF THE BOARD OF WORKS, presented to the House the following documents:

Return of Lighthouse Expenditure for the year 1880.

Return of Expenditure on Public Buildings for the year 1880.

Return of Expenditure on Public Institutions for the year 1880.

Return of Expenditure on Public Works from Special Grant for each District, for the year 1880.

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

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

Report of the Railway Commissioners for the year 1880.

Detailed Expenditure on account of Railway Survey for the year 1880.

Report on Protection of Fishery at Cape John for 1880.

Report of Herring Fishery Protection in Fortune Bay for 1880.

Report of Herring Fishery in Placentia Bay, for 1880.

Report of Sergeant Sullivan on Herring Fishery for 1880.

Report of Kinniple & Morris on Railway Survey for Newfoundland for the year 1880.

Statement of the Affairs of the Union Bank, for 1880.

Statement of the Affairs of the Commercial Bank, for 1880.

Statement of the Affairs of the Savings' Bank, for 1880.

Statement of Harbor Grace Water Company, for 1880.

Statement of the Notre Dame Mining Company, for 1880.

Statement of the Boot and Shoe Factory, for 1880.

Statement of the Tobacco Factory, for 1880.

Statement of the Furniture and Moulding Factory, for 1880.

Statement of the Floating Dry Dock Company, for 1880.

Statement of Expenditure by the Poor Commissioner for the year 1880.

Statement of the Expenditure on account of Shipwrecked crews for the year 1880.

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

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

MONDAY, February 28, 1881.

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

By Mr. O'MARA,—

From James Connors and others, of Belle Isle; Wm. Kendall and others, of Pouche Cove; Wm. Noseworthy and others, of same settlement; Clement Hudson and others, of Biscayne Cove; and from Wm. Bennet and others, of Belle Isle.

By Mr. WATSON,—

From Wm. Pitman and others, of Vitters Cove.

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

The Hon. Mr. RORKE presented a petition from Maurice Malone, First Director of the Carbonear Volunteer Fire Brigade, and others; also from Reginald M. Johnson and others, of Carbonear, which were severally received and read, praying for a grant to enable them to purchase uniform.

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

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

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

Mr. O'MARA presented a petition from James Parsons and others, of Flat Rock which was received and read, praying for employment on Public Works.

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

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

Despatches from Secretary of State for the Colonies.

In reference to holding Examination for Matriculation and Degree in St. John's.

On Survey of Labrador Coast.

In reference to assistance rendered crew of Barque *Pomona* by certain fishermen of Point Rich.

In reference to duty charged on American Herring Barrels belonging to persons engaged in the Fishery.

Announcing appointment of Earl Kimberley as Secretary of State for the Colonies.

In reference to payment of Balance of Halifax Fishery Award.

On the subject of a testimonial to M. Delfosse.

On appointment of Sir F. B. T. Carter, Administrator.

On appointment of Captains of H. M. Steamers on protection of the Fisheries in 1880.

On appointment of Sir F. B. T. Carter, Chief Judge; and R. J. Pinsent, Assistant Judge, for Newfoundland.

On the subject of Imperial Guarantee for construction of Railway in Newfoundland.

In reference to Automatic Buoy at Cape Race.

On resumption by Sir J. H. Glover of the Government of Newfoundland.

In reference to Examinations in St. John's for admission to London University.

On appointment of M. Jackson, Esq., as United States Consul General at Halifax.

Confirming the Act relating to Wreck and Salvage.

In reference to obstructions to American Fishermen by residents of Spout Cove Conception Bay.

In reference to outward clearance of Brig *Eliza* of Jersey.

On the subject of Ordinance Property, Great Placentia.

On the subject of Mining Grants on French Shore.

On the subject of a Graving Dock at St. John's.

In reference to assay of Gold from Brigus, by Dr. Ramsay.

In reference to Light Dues charged the Swedish vessel *Gem*.

In reference to taking the Censes of Newfoundland, 27th November, 1880 and 14th January, 1881.

In reference to Matriculation Examination in St. John's, 7th and 18th December, 1880.

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

At half past five o'clock the names of members present being taken down as follows:—

Hon. Mr. Winter, Mr. Little, Mr. McLoughlan, Mr. Kent, Mr. Tessier, Mr. Scott, and Mr. Parsons:

Mr. Speaker adjourned the House for want of a quorum.

TUESDAY, March 1, 1881.

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

To amend the Law of Insolvency.

To amend the Law relating to the partition of Estates.

To amend the Criminal Law.

Respecting the Practice of the Supreme Court on Circuit.

Respecting Probate and Letters of Administration.

Respecting the General Post Office.

The Hon. Mr. WINTER gave notice that, on to-morrow, he will ask leave to introduce the following Bills :

To amend the Law relating to Intoxicating Liquors.

To amend the Law relating to Gambling and Gambling Houses.

Mr. PARSONS gave notice that on to-morrow he will move that Thomas Walsh be appointed Messenger of this House.

The CHAIRMAN OF THE BOARD OF WORKS gave notice that on to-morrow, he will move for the appointment of a Messenger to this House in place of the late George Carrington.

Mr Scott gave notice that on to-morrow he will ask the Hon. Financial Secretary to lay on the table of the House a detailed statement of the expenditure under the head of Crown Lands' Act, 7 Vic., for the year 1880.

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

The Hon Mr. WINTER, from the Select Committee on Printing and Reporting, presented the following Preliminary Report which was read by the Clerk :—

COMMITTEE ROOM,

HOUSE OF ASSEMBLY,

February 24, 1881.

The Select Committee on Printing and Reporting beg to report that they recommend the following arrangements for the present Session :—

That the Debates be published in the *Ledger* newspaper and copied in the *Standard* and *Advocate*.

That the Printing of Bills and Miscellaneous Papers be done by the Proprietor of the *North Star*.

That the Printing of the Journals for this Session be done by the Proprietor of the *Ledger*.

That the Printing of the Appendix to the Journal be done by the Proprietor of the *North Star*.

That Mr. William Horwood be appointed to the vacancy in the staff of Reporters caused by the death of the late Mr. Raftus.

Respectfully submitted,

A. M. MACKAY,
Chairman.

JAMES H. WATSON,

J. S. WINTER,

P. NOWLAN,

ROBERT J. KENT.

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

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

MONDAY, March 7, 1881.

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

By the Hon. ATTORNEY GENERAL,—

A Bill to amend the Law of Insolvency.

A Bill respecting the Practice of the Supreme Court on Circuit.

A Bill to amend the Law relating to the partition of Estates.

A Bill respecting Probate and Letters of Administration.

A Bill respecting the General Post Office.

A Bill to amend the Criminal Law.

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

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

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.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of the Inhabitants of English Harbor, Fortune Bay, upon the subject of Erection of a Breakwater 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 Address be engrossed and presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

Ordered,—That Stephen French be appointed Messenger of this House in the place of the late George Carrington.

Ord red,—That John Murrant be appointed Assistant Messenger of this House.

The HON. ATTORNEY GENERAL gave notice that he will on Thursday next, move that the House resolve itself into a Committee of the whole to consider the propositions made by Mr. Plunket and Mr. Blackman relative to the construction of a Railway from St. John's to Hall's Bay, with branches to Brigus, Harbor Grace and Fortune Bay.

The CHAIRMAN OF THE BOARD OF WORKS, presented to the House the following documents :

Expenditure on account of Roads St. John's East, for the year 1880.

Expenditure on account of Roads St. John's West, for the year 1880.

Expenditure on account repairs Government House, for the year 1880.

Consolidated Statement of Expenditure on account Main Roads, for the year 1880.

Ord red,—That the said documents do lie upon the table.

Mr. KENT gave notice that, on to-morrow, he will ask the Hon. and Learned Premier whether anything has been done in the matter of the Address to His Excellency the Governor, which passed the House on the 23rd day of February, 1880, in relation to Bannerman Park.

Mr. SCOTT gave notice that he would on to-morrow ask the Hon. the Financial Secretary what are the Miscellaneous Salaries which appear in the dropped balances to the amount of \$2075.04.

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

By Mr. WATSON,—

From John Harris and others, of Seal Cove.

From Obadiah Strickland and others, of Hants Harbor.

From Samuel Short and others, of Hants Harbor.

By Mr. O'MARA,—

From John Evans and others, of Pouch Cove.

From Thomas Martin and others, of Flat Rock.

By Mr. PARSONS,—

From John Malone and others, South Side of Torbay, on the subject of a Railing around a dangerous Hill on the South Side of Torbay.

From William Stickley and others, of Portugal Cove.

From Thomas Earle and others, of Portugal Cove.

From Thomas Vincent and others, of Logy Bay.

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

The CHAIRMAN OF THE BOARD OF WORKS presented the following petitions which were severally received and read, praying that the protection to the Herring Fishery may be continued :—

From Thomas Walters and others, of Fortune Bay.

From Thomas Farrel and others, of Bay de Norde.

From Patrick Burke and others, of St. Jacques's.

From William Thornhill and others, of Fortune Bay.

From Patrick Hardigan and others, of Recontre.

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

Hon. Mr. WINTER presented a petition from Rev. Father Morris and others, of Mooring Cove, Mortier Bay, which was received and read, praying for a grant to extend Roads in that locality.

Also, from John E. Lake and others, of Burin, which was received and read, praying for revision of Law relative to the Lobster Fishery.

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

Hon. Mr. RORKE presented a petition from Richard Walsh and others, of Carbonear, which was received and read, praying for a Road to Public Bog.

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

The Hon. SURVEYOR GENERAL presented a petition from Edmond Beck and others, of Jefferies Cove, Sound Island, which was received and read, praying for a Road from Jefferies Cove to mooring-place.

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

Mr. KENT presented a petition from Joseph Bulger and others, of St. John's East, which was received and read, praying that the Lane known as Pilots Hill may be widened.

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

The FINANCIAL SECRETARY presented a petition from James Ryan and others, North Side of Newmans Cove, Bonavista Bay, which was received and read, praying for a grant to widen a road there.

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

The FINANCIAL SECRETARY presented the following petitions, which were severally received and read.

From Stephen Burton and others, of English Harbor, Bonavista Bay, praying for the construction of a Public Wharf.

From George Ryan and others, of Beechy, Bonavista Bay, on the subject of Roads

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

The Hon. Mr. WINTER gave notice that, on to-morrow, he will move and address to His Excellency the Governor on the petition of John E. Lake and others, of Burin, on the subject of the Herring Fishery.

Mr. KENT gave notice that, on to-morrow, he will move an Address to His Excellency the Governor, on the petition of Joseph Bulger and others, in reference to the widening of Pilots Hill, St. John's East.

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

TUESDAY, March 8, 1881.

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 1881.

Estimate for defraying part of the Civil Expenditure of the Colony, for the year 1881.

Detailed Statement of Salaries of Outport Magistrates, Gaolers, Clerks of the Peace, and Constables, for the year 1881.

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

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

Report of the Inspector of Constabulary for the year 1880.

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

The FINANCIAL SECRETARY presented to the House a Detailed Statement of payments on account of the Encouragement of the Bank Fishery for year 1880.

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

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

From Uriah Coal and others, of Torbay, for a Railing at Piper's Stock Hill.

From John Snow and others, of Quidi-Vidi, for a grant to enable them to remove obstructions filling up the Gut at the entrance of the harbour.

From Wm. Grealy and others, of Portugal Cove, for construction of a road to their farms..

From Robert S Keams and others, of Belle Isle, for grant to repair the Public Wharf there and also, to build Launchway for their Boats.

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

The Hon. ATTORNEY GENERAL presented a petition from James Cunningham and others, of Random and Chance Cove, which was received and read, praying for a grant to make a road to connect these settlements.

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

Mr. PARSONS gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of the Inhabitants of Quidi-Vidi, on the subject of clearing the Gut there.

The FINANCIAL SECRETARY gave notice that on to-morrow he will move an Address to His Excellency the Governor on the subject of the petition of James Barton and others of English Harbor, for the construction of a Public Wharf at that place.

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

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.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of John E. Lake and others, of Burin, upon the subject of Protection to the Lobster Fishery, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable.

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 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 Joseph Bulger and others, of St. John's upon the subject of widening Pilot's Lane, 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 Addresses be engrossed and severally presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

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

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

And the House resolved itself into the said Committee accordingly.

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

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

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

WEDNESDAY, March 9, 1881.

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

By the FINANCIAL SECRETARY—

From Wm. Kirby and others, of Kings Cove.

By Mr. MACKAY—

From Albert Nicole and others, of Petitits and Seal Islands.

From R. P. Southill and others, of Seal Islands.

From Henry Kepping and others, of Little Harbor, La Poile, La Plante, and West and East Points.

By the Hon. ATTORNEY GENERAL,—

From Benjamin Smith and others, of Ship Cove.

From Joshua Benson and others, of Red Head.

From David Benson and others, of North and South West and settlements in Random Sound.

From Nehemiah Frost and others, of Northern Bight.

From Joseph Hicks and others, of Bird Island Cove.

From Edward Nurse and others, of Salmon Cove.

By Mr. WATSON,—

From John George and others, of Hearts Desire.

From Isaac Adey and others, of Lee Bight.

By Dr. SKELTON,—

From Wm. Bunker and others, of Open Hall.

By Mr RICE,—

From Reuben Blackman and others, of Twillingate.

From William Sterling and others, of Cat Cove, Twillingate.

From John Ansley and others, of Purcel's Harbour.

By Mr. DWYER,—

From Andrew Murphy and others, of Oderin.

By the FINANCIAL SECRETARY,—

From Edward White and others, of Shamblers Cove.

From William Hicks and others, of Newman's Cove.

From Michael Ryan and others, of Bonavista.

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

The Hon. Mr. RORKE presented a petition from James Pumphery and others, of Carbonear, which was received and read, praying for a grant to enable them to procure a supply of water.

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

Mr. TESSIER presented a petition from Thomas Brien Inspector of Weights and Measures, which was received and read, praying for an increase of Salary and also, for the appointment of Inspector of Meat exposed for sale, in St. John's.

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

Mr. DWYER presented a petition from Anastatia Doran, Widow of the late Assistant Keeper of Cape Pine Light House, which was received and read, praying that the amount of \$40 yearly paid her son for acting Ferryman between North West Point, Trepassey and Sutton's may be increased.

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

He also presented a petition from the Rev. J. J. Walsh and others, of Great Paradise, which was received and read, praying for the construction of a Landing Slip at the Public Watering Place there.

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

Mr. TESSIER presented a petition from C. F. Bennett & Co. and others, of St. John's, which was received and read, praying that no further action be taken in the construction of the proposed Railway in Newfoundland until the question has been submitted to the Constituencies at a General Election.

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

Mr. LITTLE presented a petition from the Rev. J. O'Donnell and others, of Harbor Main and adjacent settlements, which was received and read, praying for the appointment of a resident Stipendiary Magistrate for that District.

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

Mr. KENT presented a petition from the Rev. C. M. Ellingham and others, of Belle Isle, which was received and read, praying for an increase of Salary to the Ferryman between that settlement and Portugal Cove.

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

Dr. SKELTON presented a petition from John Barker and others, of Open Hall, which was received and read, praying for a grant to enable them to sink a well there.

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

Mr. WATSON presented a petition from C. Weedon and others, of Hearts Content, which was received and read, praying that the Northern Mail Steamer may call there on her route to and from the North.

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

Mr. KENT presented a petition from John B. Estarbrooke and others, of Pouche Cove, which was received and read, praying for a grant to repair Shea's Dock there.

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

The Hon. ATTORNEY GENERAL presented a petition from Joshua Benson and others, of Grates Cove, which was received and read, praying for a grant to erect a Winch there, to enable them to land property without risk of loss as at present.

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

Mr. CARTER presented a petition from Thomas Butt and others, of Exploits, which was received and read, praying for a grant to erect a Suspension Bridge across the Channel between Exploits and Burnt Islands.

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

Mr. PARSONS gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of the inhabitants of Belle Isle, in reference to the Wharf there, and other matters.

Mr. MACWAY gave notice that on to-morrow he will ask the Hon. Attorney General for a return of the cases tried and business transacted on the Southern and Northern Circuits respectively, for the years 1878, 1879 and 1880.

Mr. LITTLE gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of the Rev. J. O'Donnel and others, Inhabitants of Harbor Main proper, and other localities in the District of Harbor Main, for the appointment of a Stipendiary Magistrate in that District.

Mr. WATSON gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of the Rev. F. R. Murray and others, of Hearts Content, praying that the Coastal Steamer may call there.

Mr. DWYER gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of J. J. Walsh and others, of Paradise, on the subject of a Landing Place or Slip there.

Mr. TESSIER gave notice that on to-morrow he will move an Address to His Excellency the Governor on the subject of the petition of Thomas Brine, praying for the appointment of Inspector under the Public Health Act.

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

A Bill to amend the Law relating to Intoxicating Liquors.

A Bill to amend the Law relating to Gambling and Gambling houses.

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

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

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 :

The House of Assembly having had under consideration the accompanying petition of the Inhabitants of Quidi-Vidi, upon the subject of clearing the Gut of Quidi-Vidi, 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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 Stephen Burton and others, Inhabitants of English Harbor, upon the subject of the construction 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.

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

Pursuant to order of the day the following Bills were severally read a second time.

A Bill to amend the Law of Insolvency.

A Bill respecting the Practice of the Supreme Court on Circuit.

A Bill to amend the Law relating to the Partition of Estates.

A Bill respecting Probate and Letters of Administration.

A Bill to amend the Criminal Law.

Ordered,—That the said several Bills be referred to a Select Committee consisting of the Hon. Attorney General, Hon. Mr. Winter, Mr. Little, Mr. Kent, Mr. Carter and the Speaker.

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

THURSDAY, March 10, 1881.

The Hon. ATTORNEY GENERAL moved, seconded by the Hon. Mr. WINTER,—

That the House do now resolve itself into Committee of the Whole to consider the propositions made by Messrs. Plunket and Blackman, relative to the construction of a Railway from St. John's to Halls Bay, with branches to Brigus, Harbor Grace and Fortune Bay.

And the House resolved itself into the said Committee accordingly.

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 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.

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

FRIDAY, March 11, 1881.

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

By Mr. RICE,—

From J. W. Owen and others, of Twillingate and Herring Neck.

From Henry Findlater and others, of Fogo.

From George Minty and others, of Twillingate.

By Mr. KENT,—

From Martin Bolger and others, of Portugal Cove.

By Mr. O'MARA,—

From John Shea and others, of Pouche Cove.

By Mr. SAINT,—

From Samuel Trimlett and others, of Bonavista.

From George Abbot and others, of Bonavista.

From John Powel and others, of same settlement.

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

Mr. GREENE presented a petition from the Rev. M. A. Clancey and others, of Ferryland, which was received and read, praying for a grant to deepen the entrance to the Pool there, and also, repair the Breakwater.

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

Mr. GOODRIDGE presented a petition from the Rev. M. A. Clancey and others, of La Manche and settlements in the District of Ferryland,

which was received and read, praying that an annual salary may be paid Patrick Crane, Keeper of the House of Refuge at La Manche.

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

Mr. O'MARA presented a petition from Thomas Hanlon and others, of Portugal Cove, which was received and read, praying for a grant to clear out the dock at Western Point.

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

Mr. RICE presented a petition from Alfred Pearce and others, of Shoe Cove, which was received and read, praying that a Railing may be placed at the Cliff adjoining the School house at Shoe Cove Bight.

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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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 Belle Islé, 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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. J. O'Donnell and others, Inhabitants of Harbor Main, upon the subject of the appointment of a resident Stipendiary Magistrate there, 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 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 :

The House of Assembly having had under consideration the accompanying petition of Rev. F. R. Murray, of Hearts Content upon the subject of Mail Steam Service, 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying Petition of J. J. Walsh, of Paradise, upon the subject of a Landing 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of Thomas Brine, of St. John's, upon the subject of increase of Salary, and to be appointed Inspector of Meat, 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 Addresses be engrossed and severally presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

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

MONDAY, March 14, 1881.

At quarter-past four o'clock, the names of the Members present being taken down as follows:—

Mr. Watson, Mr. Mackay, and the Financial Secretary.

Mr. SPEAKER adjourned the House for want of a quorum.

TUESDAY, March 15, 1881.

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. WATSON took the chair of the Committee.

Mr. SPEAKER took 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.

Mr. SCOTT presented a petition from Joseph Fogarty and others, of St. John's, which was received and read, praying for the appointment of an Inspector of Meat in St. John's under the Public Health Act.

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

He also presented a petition from Joseph Cahil and others, of St. John's, which was received and read, praying that the road on the South Side may be extended so as to join the main road at Waterford Bridge.

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

Mr. PENNY presented a petition from P. Walsh and others, of Western Bay and three other petitions from the same settlement, which were severally received and read, praying for a grant to complete roads in that locality.

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

Mr. LITTLE gave notice that he will on to-morrow ask the Hon. the Premier to place on the Table of the House a copy of the Certificates filed in the office of the Colonial Secretary, of the Incorporation of the Mining Company, known as the Newfoundland Consolidated Mining Company, now holding these mines and properties in this Island, lately held by the Bett's Cove Mining Company.

Mr. KENT gave notice that on to-morrow he will ask the Chairman of the Board of Works to lay on the Table of this House a written memorandum defining the Duties of the Inspector of Roads in St. John's East, setting forth the date of the first appointment of the person thus appointed the name of the present Incumbent and date of his appointment, the annual salary and allowances (if any) of said officer, and the accounts to which such salary and allowances are usually charged, also stating to whom the said Inspector is responsible for Acts performed in the discharge of his official duties and defining his position and duties, (if any), towards the Members of the Assembly for the said District.

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

WEDNESDAY, March 16, 1881.

Mr. KENT presented a petition from the Right Rev. the Bishop of Newfoundland and others, of St. John's, which was received and read, setting forth:—

That your petitioners look with extreme gratification at the prospect which your Honorable House holds forth in regard to the construction of the proposed Railway hence to the Mineral districts at the North, and urgently beseech your Honourable House not to allow diversities of opinion in regard to the details of the proposed measure to prejudice the inauguration of the work at the earliest possible day.

We heartily concur with the opinions already expressed by His Excellency the Governor, and endorsed by the action of the Legislature last Session, that the time has fully arrived when provision should be made by the Legislature for the opening up of opportunities and new avenues for the employment of the people of the country. We are fully aware that the fisheries of this country—extensive and valuable as they are,—are totally incapable of furnishing sufficient and comfortable support to our people and their families, and we look forward with some anxiety to the effect of increased competition on the part of Norway, Canada and the United States, in those markets which have been for the most part hitherto occupied by us alone.

Under these circumstances we agree with the general opinion all but unanimously entertained by the Legislature and by the more intelligent of our people outside its walls, that all our resources in agricultural, lumbering and mineral regions, should be called into requisition as soon as possible, and that the only way to accomplish this is by the construction of the proposed Railway from this point to the several localities where these resources are to be developed.

Should no other course be found to be immediately feasible, we take the liberty of suggesting that your Honorable House would appropriate to this work the remaining portion of the Fishery Award, which, as we understand, amounts to about three quarters of a million of dollars. The expenditure of this sum would go, (as your petitioners fully believe), a long way toward the completion of the work already surveyed; and as they are equally confident, would make the remainder of it more easily attainable.

In conclusion let us add that we have every confidence in the integrity of the Government and Legislature to inaugurate some system of public improvement which shall be of value to the whole country; and we heartily pray that no further delay may be made in

arriving at the details beyond such as may be necessary for their careful and deliberate discussion.

And as in duty bound your Memorialists will ever pray,

Ordered,—That the said petition be referred to the Committee of the Whole on the resolutions in reference to the construction of a Railway in Newfoundland.

Mr. PENNY presented petitions from Eli Kelloway and others, of Spout Cove, W. Doyle and others, of Gull Island, Richard Colford and others, of Red Lands, Eljiah Tucker and others, of Spout Cove, and from Wm. Garland and others, of Lower Island Cove, which were severally received and read, praying for grants to open and repair roads in those localities.

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

The FINANCIAL SECRETARY gave notice that on to-morrow he will ask leave to introduce a Bill for the establishment of Penny Savings Banks in this Colony.

Pursuant to order of the day the House resolved itself into Committee of the Whole upon the further consideration of the Propositions made by Messrs Plunkett and Blackman relative to the construction of a Railway from St. John's to Hall's Bay with branches to Brigus, Harbor Grace and Fortune Bay.

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 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.

Mr. PARSONS presented a petition from J. H. Thompson and others, of Monk's Town road, which was received and read, praying for the extension of Sewerage to that locality.

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

Mr. TESSIER presented a petition from Alex. Smith, farmer, of St. John's, which was received and read, praying for a grant to enable him to erect a Grist Mill in the District of St. John's West, for the benefit of himself and farmers in the neighborhood.

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

He also presented a petition from John Lester and others, farmers, St. John's West, which was received and read, praying for a grant to erect a Public Wharf on which they can land Manure.

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

Dr. SKELTON presented a petition from Robert Green and others, of Inner Pinchard's Island, which was received and read, praying for a grant to deepen the Gut there.

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

Mr. CARTER presented a petition from George Minty and others,

Methodists of Twillingate, South Side, which was received and read, praying for a grant of land for a burial place there.

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

The CHAIRMAN OF THE BOARD OF WORKS presented a petition from Richard Bradshaw and others, of Fortune Bay, which was received and read, praying for a continuance of protection to the Herring Fishery.

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

The HON. ATTORNEY GENERAL presented petitions from Samuel Knight and others, of Harbor Grace, T. R. Bennett and others, of same place, which were severally received and read, praying that immediate measures may be adopted for constructing a Railway from St. John's to Hall's Bay.

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

Mr. NORMAN presented a petition from W. Holland Taylor and others, of Port-de-Grave and Brigus, which was received and read, of the same tenor as the foregoing.

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

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

By the HON. Mr. WINTER,—

From Charles Hallet and others, of Burin.

By Dr. SKELTON,—

From Thomas Kough and others, of Plate Cove.

From Levi Buny and others, of Fipper's Cove, Bloody Bay.

From George Hodnott and others, of Green Island Cove and Exploits.

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

Mr. SCOTT gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of Joseph Fogarty and others.

Mr. GREEN gave notice that on to-morrow he will ask leave to introduce a Bill to amend the Law relating to Probates and Administration.

Also, that on to-morrow he will ask the Hon. Receiver General for a detailed statement of the number of Puncheons, Casks, Barrels and other vessels in which spirits and Malt Liquors were imported during the year 1880.

Mr. KENT gave notice that on to-morrow he will ask the Hon. and Learned Premier to lay on the table of the House the presentment of the Grand Jury made to the Supreme Court in the Fall Term 1880.

Mr. RICE gave notice that on to-morrow he will move an Address to His Excellency the Governor on the subject of a Ferry at Main Tickle as embodied in a petition from John Owen and others, of Twillingate and neighbouring Harbours.

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

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

FRIDAY, March 18, 1881.

Mr. MACKAY presented a petition from DeGrouchy, Renouf, Clement & Co. and others, of LaPoile and adjacent Harbors, which was received and read, praying for a grant to erect a Light House at the entrance of that Bay.

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

Mr. KENT presented a petition from Thomas Buckley and others, of St. John's East, which was received and read, praying for the erection of a Tank or Fountain between Fort William and Hoyles' Town Bridge; also for the construction of a Sewer on the Back Street, leading to the Furniture Factory.

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

Hon. Mr. SHEA presented petitions from Jeffery Ryan and others, of Spaniard's Bay; Reuben Mercer and others, of Bay Roberts; and John Noel and others, of Harbor Grace, South Side, which were severally received and read, praying for a grant to extend and repair roads in those localities.

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

Hon. Mr. SHEA presented a petition from Henry Yetman and others, of Bryant's Cove, which was received and read, praying for a grant to reconstruct the Public Wharf there.

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

He also presented a petition from John M. Noel and others, of Harbor Grace, which was received and read, praying that measures

may be adopted to prevent damage to their properties from the overflow of the Stream between Harvey and Water Streets, near Ship's Head.

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

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

Despatch from the Secretary of State in reference to a Railway in Newfoundland.

Despatch in reference to the Halifax Fishery Award.

Despatch in reference to the maintenance of a Signal Station at Cape Race.

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

Hon. Mr. SHEA presented a petition from Robert L. Munn Chairman of the Harbor Grace Water Co., which was received and read, praying for a grant to enable them to increase the Capital Stock of the Company.

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

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

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 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 resolution in at the Clerk's Table where they were read, as follows:—

Resolved,—That it is the opinion of this Committee that, with the exceptions hereinafter stated, the Table of Duties upon Goods, Wares and Merchandise imported into Newfoundland and its dependencies as prescribed in the Act passed in the forty-third year of the reign of her present Majesty, entitled, "An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandise imported into this colony and its dependencies," be adopted.

That Worsted and Woollen Yarn of all kinds be subject to duty at the rate of eight per cent.

That Ploughs, Harrows, Mowing, Reaping, Raking, Ploughing and Seed-Sowing Machines to be used in this colony be admitted duty free.

Resolved,—That the several provisions contained in the said Act in relation to the collection of duties on Goods, Wares and Merchandise, imported into this colony and its dependencies and drawbacks allowed in lieu of duties under the same, be re-enacted for one year.

Ordered,—That the resolutions be adopted.

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

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

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

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 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 Joseph Fogarty, of St. John's, upon the subject of the appointment of an Inspector under the Public Health Act, 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 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 :

The House of Assembly having had under consideration the accompanying petition of the Inhabitants of Twillingate, upon the subject of a Ferry at Main Tickle, Twillingate, 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 Addresses be engrossed and severally presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

Mr. GREENE, pursuant to notice and leave granted, presented a Bill to amend the Law relating to Probates and Administration, which was read a first time.

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

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

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

MONDAY, March 21, 1881.

The Hon. Mr. RORKE presented a petition from the Rev. R. M. Johnson and others, of Carbonear which was received and read, praying for an extension of the Railway to that settlement.

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

Mr. LITTLE presented a petition from the Rev. Jeremiah O'Donnel and others, of the District of Harbor Main, which was

received and read, praying for the construction of a Railway in Newfoundland.

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

Mr. SCOTT presented a petition from J. J. Purcell and others, of St. John's, which was received and read, praying for the construction of a Railway in Newfoundland and at same time that regard be had to the interests of the fishermen of the Colony in any Contract that may be entered into.

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

Mr. WATSON presented a petition from A. W. Bremner and others, of Trinity, which was received and read, praying that no action be taken in reference to the construction of a Railway until the question has been submitted to the people at a General Election.

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

Hon. Mr. SHEA presented a petition from Isaac Bartlett and others, of Bay Roberts which was received and read, praying for the construction of a Railway in Newfoundland.

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

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

From the Rev. G. S. Chamberlain and others, of Red Head Cove, for the construction of a Bridge there.

From Henry Davis and others, of Shoal Harbor, Random, praying for the establishment of a Telegraph Station there.

From Henry Lewis and others, of Rhyders Brook, praying for the construction of a Bridge there.

From George Tilley and others, of Lower Shoal Harbor, for a Bridge over the River there.

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

The FINANCIAL SECRETARY presented a petition from Samuel Baird and others, of Greenspond, which was received and read, praying for the extension of Telegraphy to that settlement.

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

The Hon. ATTORNEY GENERAL presented a petition from William Kough and others, of Spillars Cove, which was received and read, praying for a grant to open the road from thence to Billows Cove.

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

Mr. SCOTT gave notice that on to-morrow he will ask the Hon. Surveyor General to lay on the table of the House a detailed statement, showing the number and names of Applicants for Licenses to search for Minerals received, the number of Licenses (and names of Licensees) issued, and the numbers of grants for Mineral and Agricultural Lands issued with names of Grantees for the year 1880.

Mr. PARSONS presented petitions from Peter Dunphy and others, of Torbay, Patrick Thorn and others, of same settlement, David Doody and others, of Gallows Cove and from John Waterman and others, of Flat Rock, which were severally received and read, praying for grants to construct and repair roads in those localities.

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

The CHAIRMAN OF THE BOARD OF WORKS gave notice that on

Wednesday next he will move the House into Committee of the whole on Roads and Bridges.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the further consideration of Resolutions on the subject of the construction of a Railway in Newfoundland.

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

Ordered,—That the Committee stand first on the Order of the Day for Wednesday next.

Pursuant to Order of the Day the Revenue Bill was read a second time.

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

Mr. PARSONS gave notice that on to-morrow, he will ask the Chairman of the Board of Works to lay on the table of the House the Report of the Inspector of Roads for St. John's East, for the year 1880.

Also, for a Detailed Statement of the Road Grant for 1880, with Vouchers for the same.

Also, for the expenditure of the Special Grant for St. John's East, for 1880, with Vouchers for the same.

Also, that on to-morrow he will ask the Hon. Receiver General to lay on the table of the House a statement shewing the amount of Duty received by him from the 31st December, 1880, on Rum and Tobacco to this date.

Also, that on to-morrow he will move an Address to His Excellency the Governor on the subject of Bannerman Park.

Mr. Scott gave notice that on to-morrow he will ask the Hon. Receiver General to lay on the table of the House a detailed statement of all receipts and expenditure by Warrant in his Department from 31st of December, 1880, to 21st of March, 1881.

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

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

WEDNESDAY, March 23, 1881.

The Hon. Mr. RORKE presented a petition from James Howell, of Carbonear, which was received and read, praying compensation for loss of his property by fire in that town in October last.

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

The following petitions praying for grants to open and repair

roads, streets, and bridges, were severally presented, received and read :

By Mr. KENT,—

From Terrence Kelly and others, of Torbay.

From Wm. Dyer and others, of Logy Bay.

By Mr. SCOTT,—

From C. Alsop and others, of Kenmount and Topsail Roads.

By Mr. SAINT,—

From Thomas Rolls and others, of Bonavista.

From Abel Sharp and Joseph Fisher of same settlement.

From James Baker and others, of Newman's Cove.

By Mr. PARSONS,—

From Robert Malone and others, of Torbay.

By Mr. O'MARA,—

From Laurence Phellan and others, of Torbay.

From Patrick Molley and others, of same settlement.

From James Burke and others, of Flat Rock.

From John Butler and others, and Wm. Evans and others, of Pouche Cove.

From Wm. Brien and others, of Pine River Road.

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

Mr. O'MARA presented a petition from James Lahey and others, of Belle Isle, which was received and read, praying for a grant to construct a Landing Place at the Scrape there.

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

The Hon. SURVEYOR GENERAL presented a petition from Richard Rodway and others, of Bean Harbor, which was received and read, praying for a grant to erect a Public Wharf there.

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

He also presented a petition from James Whelan and others, of Great Placentia, which was received and read, praying for the Construction of a Railway in Newfoundland.

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

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

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

Resolved,---That the House do on Friday next, resolve itself into Committee of the whole on Supply.

On motion of the CHAIRMAN OF THE BOARD OF WORKS seconded by the Hon. RECEIVER GENERAL,

Resolved,---That the House do now resolve itself into Committee of the Whole on Roads and Bridges.

And the House resolved itself into the said Committee accordingly.

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 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 FINANCIAL SECRETARY pursuant to notice and leave granted presented a Bill for the establishment of Penny Savings Banks in Newfoundland, which was read a first time.

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

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

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 over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the

state of Bannerman Park, with a view to its improvement, 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 Address be engrossed and presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the further consideration of Resolutions on the subject of the construction of a Railway in Newfoundland.

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

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

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

Return of Imports and Exports to and from the Colony for the year ending 31st December, 1880.

Return of Number, Tonnage and Crews of Vessels, Foreign and British, entered and cleared at each Port in Newfoundland, for the year ending 31st December, 1880.

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

Mr. LITTLE gave notice that on to-morrow he will ask the Hon. the Premier, if the Government have received any other offer or offers for the construction of the proposed Railway than those of Messrs Plunkett and Blackman, also, to place on the table of the House all Communications received by the Government on the subject referred to.

The HON. ATTORNEY GENERAL presented to the House a proposition from Mr. J. N. Greene, Civil Engineer and Contractor, of St. John; New Brunswick, for the construction of a Railway in Newfoundland.

Ordered,—That the said document be referred to the Committee of the Whole on the consideration of a Railway in Newfoundland.

The Order of the day for the second reading of the Bill to amend the Act relating to Probates and Administration being read.

Ordered,—That the said Bill be referred to the Select Committee to whom is referred Bills relating to the Administration of Justice.

Mr. KENT gave notice that he will on to-morrow ask the Chairman of the Board of Works for a statement shewing the number of meetings of the Board of Works, held during the year 1880, and the average time occupied by each meeting.

Also, that he will lay on the table of the House a statement shewing the charge (other than actual outlay for material) and labor for Roads and Bridges, to which the grant of local roads and the Special Grant for St. John's East are subject.

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

THURSDAY, March 24, 1881.

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

By Mr. PENNY,—

From Frederick Thistle and others, of Mulley's Cove, and five petitions from Western Bay, Adam's Cove and other settlements in the District of Bay-de-Verds.

By Mr. RICE,—

From Maurice Foley and others, of Tilton Harbor.

From Stephen Flynn and others, of Waldron's Cove and New Bay, Fortune Harbor.

By Mr. NORMAN,—

From Charles Dawe and others, of Brigus and Burnt Head.

From Samuel Batten and others, of Bareneed.

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

Mr. RICE presented a petition from John Hewet and others, of Herring Neck, which was received and read, praying for a grant to repair the Public Wharf there.

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

The Hon. Mr. SHEA presented a petition from John Kelly and others, of Coley's Point, which was received and read, praying for the establishment of a Ferry between that settlement and Bay Roberts.

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

He also presented a petition from the Rev. D. V. Gailym and others, of Spaniards Bay, which was received and read, praying that the construction of the Railway may be pushed forward without delay.

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

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

Copy of Despatch from the Right Hon. the Secretary of State for the Colonies on the subject of a proposed contribution from Imperial Funds towards the Mail Subsidy.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the further consideration of Resolutions on the subject of the construction of a Railway in Newfoundland.

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 considered the business to them referred and had come to certain resolu-

tions 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:—

Whereas by an Act passed in the 43rd year of Her Majesty's Reign, entitled "An Act to authorize the raising by loan of a sum of money for the construction of a Railway and for other purposes connected therewith," provision was made for raising by loan a sum of Five Million Dollars for the construction of a Railway from St. John's to Notre Dame Bay, with branch lines as in the said Act set forth; and whereas a survey has been made of about one hundred miles of the said line of Railway, and an estimate of cost thereof has also been made; and whereas proposals have been submitted by two Syndicates to construct, maintain and operate the said Railway in consideration of an annual subsidy, grants of land and other concessions from this Colony as set forth in said proposals.

Resolved,—That in the opinion of this Committee it is desirable, if a suitable proposal be obtained, that the Government should contract with a Company for constructing, maintaining and operating the said Railway by the Company, in consideration of the payment to the Company of an annual subsidy, and the concessions of land with other privileges in substitution of the provisions of the Act before referred to.

Resolved,—That it is the opinion of this Committee that the said proposal of the Syndicate represented by Mr. Blackman, is such as presents a favourable basis for a contract for constructing, maintaining and operating a Railway from St. John's to Hall's Bay, with branches to Clarke's Beach or Brigus and to Harbor Grace, a distance approximately of 340 miles.

Resolved,—That in the opinion of this Committee, a joint Committee of the Hon. the Legislative Council and the House of Assembly

should be appointed to negotiate with the said Syndicate upon the basis of the said proposal, with a view to a contract, with necessary guarantees for the due performance of the same.

Resolved,—That in the event of failure in negotiation with the said Syndicate, tenders for the construction, maintenance and operation of the said Railway should be invited by the said Joint Committee from other parties.

Resolved,—That any contract made by virtue of the authority contained in these Resolutions, shall not be deemed as completed until the same shall have been certified by the Legislature.

Resolved,—That these Resolutions be sent to the Hon. the Legislative Council for their concurrence.

Ordered,—That the said resolutions be adopted.

Ordered,—That a Message be sent to the Legislative Council requesting their concurrence in the foregoing resolutions.

Ordered,—That the Hon. Attorney General and Mr. Little do take the Message and Resolutions to the Legislative Council.

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

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

Ordered,—That the Committee stand first on the Order of the Day for Monday next.

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

Mr. PARSONS presented a petition from Robert Churchill and others, of Portugal Cove, which was received and read, praying for employment on Public Works to relieve their state of destitution.

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

He, also, presented a petition from Michael Bryan and others, of Oxen Pond and Freshwater Road, which was received and read, praying for a grant to repair said roads.

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

Mr. PARSONS gave notice that on to-morrow he will move an Address to His Excellency the Governor, on the petition of J. H. Thompson and others, Inhabitants of Monk's Town on the subject of Sewerage.

Mr. SCOTT gave notice that on to-morrow he will ask the Chairman of the Board of Works for a return of expenditure to date on Road from S. W. Arm to Bay of Islands for which appropriations were made by the Legislature out of the Halifax Fishing Award Interest.

Also, for a return of expenditure on Northern Mail Route for 1878, 1879 and 1880, specifying the work done, names of Overseers and men employed, rate of pay, if by daily labour or contract, and amount of annual vote for that service.

Also, for a full and detailed statement of expenditure for year 1879, and to date, on road from Chapel Arm to Long Harbour, names

of Overseers, rate of pay to each person and length of time employed, with copies of the return of expenditure thereon, and dates of same, length and breadth of Road completed, also the name of person appointed as Engineer of said road and his estimate for construction.

Also for details of expenditure of \$5000 appropriated by Address of the House of Assembly in 1878 for Northern Mail Route, in opening up Gambo and Bonavista Bay with the Gander Lake, and if any balance was left, how it was appropriated.

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

MONDAY, March 28, 1881.

Mr. McLAUGHLAN presented a petition from Anastatia Downey, late Superintendent of the Poor Asylum, which was received and read, setting forth her long services in that capacity, and praying for a retiring allowance in consideration thereof.

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

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

By Mr. PARSONS,—

From Richard Tapper, Charles Tapper, Joseph White, James Waterman, James Rogers and others, of Torbay.

By Mr. O'MARA,—

From Joseph Brien, Patrick Downs and others, of Torbay.

By Mr. SCOTT,—

From Charles Ladner and others, of St. John's West and Flower Hill Firebreak.

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

Hon. Mr. SHEA presented a petition from S. March and Sons and others, of St. John's, which was received and read, praying for a continuance of the Bounty on the Bank Fishery.

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

Mr. McLoughlan gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of Anastatia Downey.

Mr. PARSONS gave notice that on to-morrow he will ask leave to bring in a Bill concerning Minors and Suits in the Central District Court.

Also, for a Bill concerning Appeal Causes from the Central District Court to the Supreme Court and the scale of costs to be charged in such cases.

Mr. PARSONS presented a petition from Michael Dyer and others, of Logy Bay, which was received and read, praying for a grant to complete the Major's Path Road from the Torbay Road to that settlement.

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

The HON. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House—

Reports from the Superintendents of Church of England, Wesleyan and Roman Catholic Schools, for the year 1880.

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

The CHAIRMAN OF THE BOARD OF WORKS, presented to the House the following documents :

Report of the Physician Superintendent of the Hospital for the Insane for the year 1880.

Report of the Physicians of the St. John's Hospital for the year 1880.

Report of Inspector Brien on Roads in the District of St. John's West, for the year 1880.

Report from the Superintendent of the Poor Asylum, for the year 1880.

Return of Work by persons in Penitentiary, for the year 1880.

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

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

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 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.

Hon. Mr. SHEA gave notice that on to-morrow he will ask leave to bring in a Bill to amend the Harbor Grace Water Company Act.

Mr. CARTER gave notice that on to-morrow he will ask leave to bring in a Bill respecting the liability of Sheriffs in certain cases.

The Hon. ATTORNEY GENERAL gave notice that on to-morrow he will move for the appointment of a Joint Select Committee of the Hon. the Legislative Council and the House of Assembly to take evidence and report as to the tenures of lands on the fore shores of the Harbor of St. John's with a view to ascertaining how far it is necessary or expedient to interpose by Legislative enactment for the determination of the question of the Water privileges that should apply to the possession of the land and for the preservation of the limited area of Harbour accommodation in the interest of the Public.

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

TUESDAY, March 29, 1881.

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

By the FINANCIAL SECRETARY—

From Wm. Kirby and others, of Kings Cove.

From A. E. Bayley and others, of Upper Armherst Cove and Knight's Cove.

From Daniel A. Ryan and others, of King's Cove and vicinity.

From N. Bramfett and others, of Portland, White Rock and James Cove.

By Mr. GOODRIDGE,—

From Wm. Kelly and others, of Witless Bay.

From Michael Melvin and others, of La Manche.

By Dr. SKELTON,—

From John Morgridge and others, of Tickle Cove.

From James Templeman and others of Fox Cove.

From John Cheevers and others, of Plate Cove.

From Joseph Hodder and others, of Blackhead Bay and Knight's Cove.

By Mr. PARSONS,—

From Thomas Walsh and others, Michael Rodgers and others, Patrick Larkin and others, of Torbay.

From John Smart and others, of Outer Cove.

From Edward Coaker and others, of William's Pound, Torbay Road.

By Mr. PENNY,—

From George Garland and others, of Caplin Cove.

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

Mr. PENNY presented a petition from James Evans, Mail Carrier, on the North Shore of Conception Bay, which was received and read, praying that his Salary may be increased.

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

He, also, presented a petition from John Pratt and others, of Western Bay, which was received and read, praying that a Packet Boat may be established between that settlement and St. John's.

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

He, also, presented a petition from John Pratt and others, of Western Bay which was received and read, praying that a Justice of the Peace may be appointed to visit that settlement from time to time.

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

Mr. MACKAY presented a petition from the Rev. W. A. Haynes and others, of Upper Burgeo, which was received and read, praying

for a grant to erect a bridge to connect the Island with the Mainland.

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

Mr. MACKAY, also, presented a petition from John Poole and others, of Channel, on behalf of Ann Cox, Widow of the late Frederick Cox, Stipendiary Magistrate of Channel, which was received and read, praying that she may be awarded some consideration on account of her late husband's services.

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

Mr. RICE presented a petition from R. D. Hodge and others, Commissioners for building the Public Wharf at Twillingate, which was received and read, praying for an increase of the grant for that service.

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

The Hon. Mr. WINTER presented a petition from James Hipposly and others, of Burin, which was received and read, praying for a grant to establish a Ferry between Step Aside and the Government Wharf.

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

The FINANCIAL SECRETARY presented a petition from David Candow and others, of Bonavista, which was received and read, praying for an amendment of the Act for preventing the sale of Intoxicating Liquors Consolidated Statutes Cap. 5.

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

Mr. WATSON presented a petition from John Short and others, of Hants Harbour, which was received and read, praying for a grant to erect a hauling place for their boats.

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

He also presented a petition from George Downey and others, of Scilly Cove, and from Wm. Soper and others, of Hants Harbour, which was received and read, praying for a grant to repair roads in those localities.

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

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

Report of Postmaster General for the year 1880, with returns of receipts and expenditures.

Report of the General Water Company and account current for the year 1880.

Expenditure for Volunteer Fire Brigade for the year 1880.

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

The Hon. Mr. WINTER gave notice that on to-morrow he will ask leave to introduce a Bill to provide for the appraisement and assessment of certain property in St. John's under the provisions of the General Water Company Acts.

Pursuant to Order of the Day the Revenue Bill 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 Merchandise imported into this Colony and its Dependencies.

Ordered,—That the Hon. RECEIVER GENERAL 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 Supply.

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 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 Bill to provide for the granting of additional facilities for depositing small savings at interest with the security of the Government, was read a second time.

Ordered,—That the said Bill be referred to a Select Committee consisting of the Financial Secretary, Mr. Kent, Mr. Green, Hon. Mr. Shea, Hon. Mr. Winter, Mr. Nowlan and Mr. Scott.

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

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

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

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of J. W. Thompson and others, Inhabitants of St. John's East, upon the subject of a Sewer in Monkstown, 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 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 :

The House of Assembly having had under consideration the accompanying petition of Anastatia Downey, late keeper of Poor Asylum upon the subject of Compensation for loss of office, 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 Addresses be engrossed and severally presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

Hon. Mr. SHEA, pursuant to notice and leave granted, presented a Bill to amend the Harbor Grace Water Company Act, which was read a first time.

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

Mr. CARTER, pursuant to notice and leave granted, presented a Bill respecting the liability of Sheriff's in certain cases, which was read a first time.

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

Mr. PENNY gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of James Evans, Mail Carrier, North Shore, for increase of salary.

Also, on the petition of John Pratt and others, of the District of Bay-de-Verds, on the subject of the appointment of a Magistrate for that District.

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

WEDNESDAY, March 30, 1881.

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

By Mr. O'MARA,—

From Joseph Pyne and others, of Quidi-Vidi and White Hills.

From John Coady and others, of Outer Cove.

From John Sullivan and others, of Pouche Cove.

From Thomas Larkin and others, of Torbay.

From Charles Hutchings and others, of New Town.

From Thomas Burrige and others, of Hoyles' Town.

From Wm. Halliday and others, of Freshwater and Topsail Roads.

By Mr. PARSONS,—

From Daniel McCarthy and others, of Rourke's Lane and Outer Cove.

By Mr. KENT,—

From Alfred Goss and others, of Torbay, North Side.

From Thomas Stack and others, of Outer Cove.

From James Wheeler and others, of Tricquot's Road, adjoining the Torbay Main Road.

From Richard Cudihy and others, of White Rock Pond Road.

By Mr. SAINT,—

From John Miffin and others, James Green and others, and George Churd and others, Bonavista.

From James Ryan and others, Birchy Cove.

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

The Hon. RECEIVER GENERAL presented a petition from the Rev. Wm. Boon and others of Morton's Bay, which was received and read, praying that a Ferry may be established from Bachelor's Point on the North Side, to the South Side of the Bay.

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

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

Return of Exports of Fish from Newfoundland and Labrador from the year 1860 to 1880, and from Newfoundland from 1851 to 1859.

On motion of the Hon. ATTORNEY GENERAL, seconded by Mr. LITTLE,—

Resolved,—That a Joint Select Committee of the Honorable the Legislative Council and the House of Assembly be appointed to take evidence and report as to the tenures of Lands contiguous to the waters of the Harbor of St. John's, with a view to ascertaining how far it is necessary and expedient to interfere by Legislative enactment relative to the same or for the determination of the water privileges that appertain to the possession of such lands and for the preservation and extension of the present area of harbour accommodation in the interests of the public.

Ordered,—That the Hon. Attorney General, Mr. Little, Hon. Surveyor General, Mr. Mackay, Hon. Mr. Shea and Mr. Kent, be a Select Committee to carry out the foregoing resolution.

Ordered,—That a message be sent to the Legislative Council requesting their co-operation therein.

Ordered,—That the Hon. Attorney General and Mr. Kent do take the Message and resolution to the Legislative Council.

The Hon. Mr. WINTER, pursuant to notice and leave granted, presented a Bill to provide for the appraisement and assessment of certain property in St. John's, which was received and read a first time.

Ordered,—That the said 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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 Evans of Western Bay, upon the subject of Mail Service, 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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. John Pratt and others, Inhabitants of District Bay-de-Verds, upon the subject of the appointment of a Magistrate, 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 Addresses be engrossed and severally presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

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

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 considered the business to them referred and had come to certain resolutions thereon, which they had directed him to report to the House and

he handed the resolutions in at the Clerk's Table where they were read, as follows:—

Resolved, —That there be granted to Her Majesty, Her Heirs and Successors, the sum of One hundred and five thousand, four hundred and twenty two dollars and eighty cents, for making and repairing Roads, Streets and Bridges, in this Colony, as follows:—

On the road from Portugal Cove to Pouch Cove *via* Bauline, provided the sum of two hundred dollars be appropriated out of the local grant, three hundred dollars.

On the road from Torbay to Bauline, provided the sum of one hundred and fifty dollars be appropriated out of the local grant, two hundred and fifty dollars.

On the LeMarchant road, two hundred dollars.

On the Kenmount road to Topsail, two hundred dollars.

On the road from Bennett's Mill to the Goulds, five hundred dollars.

On the road from Old Placentia road to Topsail road, two hundred dollars.

On the road South-side St. John's, provided the sum of two hundred dollars be also appropriated from local grant, seven hundred dollars.

On the road from St. John's to Portugal Cove, five hundred dollars.

On the road from St. John's to Cape St. Francis, seven hundred dollars.

On the road from St. John's to Cape Spear, three hundred dollars.

On the road from St. John's to Brigus, one thousand dollars.

On the road from the Goulds to Renews, one thousand two hundred dollars.

On the road from Trepassey to Renews, half to be expended by respective districts of Placentia and Ferryland, one thousand dollars.

On the road from Manuel's to Price's, Topsail road, one hundred dollars.

On the road from Salmon Cove, Gasters, one hundred dollars.

On the road through Cats Cove, Collier's and Bacon Cove, one hundred and fifty dollars.

On the road from Holyrood through Seal Cove, one hundred dollars.

On the road from Holyrood to Witless Bay, six hundred and fifty dollars.

On the road from Holyrood to Placentia, one thousand dollars.

On the road from Brigus to Carbonear, one thousand dollars.

On the branch road from Brigus mainland to Nine Island Pond, one hundred and fifty dollars.

On the road from Hall's Town to Snow's Pond, two hundred dollars.

On the Gould's and Long Harbour roads, one hundred and fifty dollars.

On the road from Spaniard's Bay to New Harbor, two hundred and thirty dollars.

On the road from New Harbor to South Dildo, one hundred dollars.

On the road from Dildo to Chance Cove, eight hundred dollars.

On the Northern Mail Route, two thousand dollars.

On the road from New Harbor to Heart's Content, six hundred dollars.

On the road from Carbonear to New Perlican, one thousand two hundred dollars.

On the road from Carbonear to Hearts Delight, two hundred dollars.

On the Country Path road from Spaniard's Bay pond, one thousand dollars.

On the road between Spaniard's Bay and Bishop's Cove, two hundred dollars.

On the road from New Perlican to Grate's Cove, one thousand one hundred dollars.

On the road from Grate's Cove to Bay-de-Verds, half by the respective Districts of Trinity and Bay-de-Verds, two hundred dollars.

On the road from Bay-de-Verds to Red Head, one hundred dollars.

On the road from Old Perlican to Island Cove, half by the respective districts of Trinity and Bay-de-Verds, four hundred dollars.

On the road from Old Perlican to Bay-de-Verds, half by the respective districts of Trinity and Bay-de-Verds, two hundred dollars.

On the road from Carbonear to Bay-de-Verds, one thousand two hundred and fifty dollars.

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, sixty dollars.

On the road from Trinity to Bonavista, five-sixths by the district of Trinity and one-sixth by the district of Bonavista, one thousand and eighty dollars.

On the road from Trinity to British Harbor, six hundred dollars.

On the road from Trinity to King's Cove, eight hundred dollars.

On the road from Trinity to Brooklands *via* Plate Cove or Indian Arm, connecting Southern Arm, Sweet Bay, one thousand one hundred and fifty dollars.

On the road from Catalina to Bird Island Cove, three hundred dollars.

On the road from King's Cove to Tickle Cove, two hundred dollars.

On the road from Greenspond to Cape Freels, seven hundred dollars.

On the road from Shambler's Cove to New Harbor and Indian Bay, two hundred dollars.

On the road from Notchy Hill towards King's Cove, two hundred and fifty dollars.

On the road from Salvage to Happy Adventure, three hundred dollars.

On the road from Open Hall to Plate Cove, two hundred dollars.

On the road from Bonavista to Bird Island Cove, one hundred dollars.

On the road from Greenspond to English Harbor, two hundred dollars.

On the road from Knight's Cove to Amherst Cove, two hundred dollars.

On road at head of Black Head Bay under Chairman Board of Works, two hundred dollars.

On the road from Amherst Cove to Catalina, half by the respective Districts of Trinity and Bonavista, respectively three hundred dollars.

On the road from Cape Freels to Cat Harbor, one hundred dollars, to be expended under Cat Harbor Board.

On the road from Seldom-Come-by to Fogo, three hundred and twenty-seven dollars, to be expended by Seldom-Come-by, and Fogo Road Boards on road between Brown Marsh and Seldom-Come-Bye.

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 Gauder Bay, three hundred and seventy-four dollars and seventy-five cents, thirty-three dollars of which for salary of ferryman.

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 road from Long Harbor to Tilt Cove, seventy-five dollars.

On the road from Exploits to Sergeant's Cove, one hundred and fifty dollars.

On the road from Round Harbor to Snook's Arm, seventy-five dollars.

On the road from Twillingate to Long Point, fifty dollars.

On the road from Twillingate to Little Harbor, three hundred and fifty dollars.

On the road from Jenkin's Cove to French Beach, fifty dollars.

On Rink road leading from Congregational church, one hundred and fifty dollars.

On the road from Black Island Tickle to Kyer's Cove, to be expended by the Morton's Harbor Board, seventy-five dollars.

On the road from Shoal Bay to Fogo, main line, seventy-five dollars.

On the road from Barred Islands to Main, from Fogo to Seldom-Come-by, one hundred and seventy-seven dollars and forty-three cent.

On the road from Hare Bay to Fogo, seventy-five dollars.

On the road from New Bay Head to Fortune, one hundred dollars.

On the road from Jackson's Arm to King's Cove, two hundred dollars.

On the road from North-west Arm to Rogue Harbor, sixty-six dollars and sixty-six cents.

On the road from Rogue 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, forty dollars.

On the road from Lushes Bight to Ward's Harbor, fifty dollars.

On the road from Southern Harbor, Little Bay Islands to Sulian Cove, fifty dollars.

On the road from Colchester, Jackson's Cove and Birchy Cove, seventy-six dollars and sixty-six cents.

On the road from Fortune Harbor to Cotterell's Cove, forty dollars.

On the road from Placentia to Little Placentia and Fox Harbor, forty dollars of which is to be expended on the Jersey side hill four hundred dollars.

On the road from Little Placentia towards Long Harbor, one hundred dollars.

On the road from Salmonier to St. Mary's, four hundred dollars.

On the road from Placentia to Cape Shore, one thousand dollars.

On roads on Western Shore, Placentia Bay, three hundred dollars.

On the road from Branch to Distress, five hundred dollars.

On the road from St. Shott's to Cape Pine, three hundred and fifty dollars.

On the road Southside Salmonier, three hundred dollars.

On the road from Holyrood to St. Mary's, two hundred dollars.

On the road from Burin to Garnish, four hundred and ninety dollars.

On the road from Burin to Grand Bank, two thousand two hundred dollars.

On the road from Grand Bank to Garnish, two hundred dollars.

On the road from Hermitage Cove to Pass Island, three hundred dollars.

On the roads in Fortune Bay, where most required, two hundred and fifty dollars.

On the road from Gaultois to Piccarre, one hundred dollars.

On the road from Gaultois to Connaigre Bay, one hundred dollars.

On the road from Harbor Briton to Connaigre, three hundred dollars.

On the road from Harbor Briton to Belloram, five hundred and fifty dollars.

On the road from St. John's Bay to Wreck Cove, Two hundred and fifty dollars.

On the road from Belloram to St. Jacques, one hundred dollars.

On the road from Millar's Passage to Little Bay, two hundred and fifty dollars.

On the road from Baine Harbor to Bay l'Argent, one thousand dollars.

On the road at Burgeo and Lapoile, seven hundred dollars.

On the roads from Upper to Lower Burgeo, two hundred dollars.

On the road from Lapoile to Plant, two hundred dollars.

On the road from Rose Blanche to Channel, six hundred dollars.

On the road from Rose Blanche to Harbor LeCou, two hundred dollars.

For West Coast Road Service, three thousand dollars.

DISTRICT APPROPRIATIONS, 1881.

Twillingate and Fogo, six thousand and eighty-five dollars and twenty cents.

Bonavista, five thousand two hundred and three dollars and twenty cents.

Trinity, six thousand two hundred and seventy dollars and eighty cents.

Bay-de-Verds, two thousand nine hundred and seventy three dollars and sixty cents.

Carbonear, two thousand one hundred and ninety-five dollars and twenty cents.

Harbor Grace, five thousand two hundred and twenty-two dollars.

Brigus and Port-de-Grave, three thousand one hundred and sixty-seven dollars and sixty cents.

Harbor Main, two thousand eight hundred and sixty-nine dollars and sixty cents.

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.

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 L'Anse-au-Loup, 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, on leave granted, presented a Bill for Granting to Her Majesty a sum Money for making and repairing Roads, Streets and Bridges in this Colony, which was read a first time.

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

Pursuant to order of the day the following Bills were severally read a second time :

The Bill to amend the Act for the prevention of the Sale of Intoxicating Liquors.

The Bill to amend the Law relating to the General Post Office.

The Bill to amend the Harbor Grace Water Company's Act.

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

Mr. SCOTT gave notice that in Committee of the Whole on Supply he will move the following resolution :

Resolved,—That this Committee regret the omission from the Estimates of the usual vote for Bounty for the Bank Fishery.

The HON. RECEIVER GENERAL gave notice that on to-morrow he will move the appointment of a Select Committee to enquire into the present mode of conveying female passengers, engaged in the Labrador Fishery to and from the said Coast with a view to Legislative action in amendment of existing abuses.

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

THURSDAY, March 31, 1881.

Mr. GOODRIDGE presented a petition from Michael Jackman and others, of Renew's, which was received and read, praying for a grant to deepen the Channel leading to the River head of that harbour.

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

Mr. RICE presented a petition from W.m. Stirling and others, of Twillingate, which was received and read, praying for the extension of Telegraphy to that settlement.

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

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

By the FINANCIAL SECRETARY,—

From John Roe and others, of King's Cove.

From Wm. Kirby and others, of King's Cove, Knight's Cove, Stock Cove and Broad Cove.

From John Cheevers and others, of Newman's Cove.

By Mr. GREENE,—

From James Keeffe and others, of Brigus South.

By Mr. COLLINS,—

From Mathew Grace and others, of South East Arm, Placentia.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill to amend the Act for Preventing the Sale of Intoxicating Liquors.

Mr. SPEAKER left the chair.

Mr. GOODRIDGE 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. GOODRIDGE gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of Michael Jackman and others, of Renew's, upon the subject of deepening the Harbor.

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

FRIDAY, April 1, 1881.

Hon. Mr. SHEA presented a petition from Levi Noseworthy and others, of Harbor Grace South Side, which was received and read, praying for the erection of a Public Landing Place there.

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

He, also, presented a petition from Hugh W. Trapnel, Clerk of the Peace in the Northern District, which was received and read, praying that his salary may be increased to the same amount as that of his predecessor.

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

The Hon. SURVEYOR GENERAL presented a petition from James Harney, J. P. of St. Mary's, which was received and read, praying for an increase of Salary.

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

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

From James S. Hutchings and others, of St. George's and Cod Roy Valley, praying for a grant to open a road from Port aux Basque to St. George's Harbour and thence to Stephen's Vale on the North Side of St. George's Bay.

From Michael Downey and others, of St. George's and Codroy Valley, for a grant to open a road from Port aux Port, Bay of Islands and Head of Grand Lake.

From Angus McCarther and others, of Codroy Valley and James S. Hutchings and others, of same settlement, praying for the enactment of a Statute Labour Law.

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

Mr. MACKAY presented a petition from Samuel McKay and others, of Bay St George, which was received and read, praying for a grant to deepen the Brook there.

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

The Hon. SURVEYOR GENERAL presented a petition from Wm. Christopher and others, of Mall Bay, which was received and read, praying for a grant to extend roads in that locality.

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

Mr. MACKAY gave notice that on to-morrow he will move for the appointment of a Select Committee to take into consideration the petition of the Inhabitants of Codroy and George's Bay, with a view to determine on some practical means of giving effect to the prayer of their petitions.

The FINANCIAL SECRETARY presented to House a Consolidated Statement of Expenditure on account of Local Roads for the year ending 31st December, 1880.

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

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

Mr. SPEAKER left the chair.

Mr. WATSON took the chair of the Committee.

Mr. SPEAKER resumed the chair the Black Rod being at the door.

(A Message from the Legislative Council.)

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

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly, in reply to their Message of the 28th March ultimo, that they have passed the Resolutions sent up from the Assembly relative to the construction of a Railway in this Colony with some amendments to which they request the concurrence of the House of Assembly.

EDWARD MORRIS,

President.

Council Chamber,

1st April, 1881.

And then the Messenger withdrew.

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

The amendments of the Legislative Council upon the Resolutions sent up from the Assembly, relative to the construction of a Railway in this Colony, were read a first time, as follows :

In the fourth Resolution, fourth line, after the word "invited," insert the words "and received," and at the end of the said fourth Resolution add the words "with whom negotiations for a Contract may be entered upon to be reported to the Legislature."

EDWARD MORRIS,

President.

On motion of the Hon. ATTORNEY GENERAL, seconded by Mr. LITTLE,—

Resolved,—That the said amendments be adopted, 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.

Mr. SPEAKER left the chair.

Mr. WATSON resumed 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 Tuesday next.

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 General Post Office.

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 without amendment and he handed the Bill in at the Clerk's table.

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

Pursuant to Order of the Day the Bill for granting to Her Majesty a sum of money for making and repairing Roads and Bridges, was read a second time.

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

On motion of the Hon. RECEIVER GENERAL, seconded by the FINANCIAL SECRETARY,—

Resolved,—That a Select Committee be appointed to enquire into

the present mode of conveying female passengers engaged in the Labrador Fishery to and from the said coast with a view to legislative enactment for the amendment of existing abuses.

Ordered,—That the Hon. Receiver General, Financial Secretary, Mr. Kent, Mr. Nowlan, Mr. Penny, Mr. Goodridge and the Speaker, do form the Committee.

Ordered,—That the Hon. Attorney General, Mr. Rorke, Mr. Shea, Mr. Little, Mr. Kent and Mr. Mackay, be a Select Committee to act in conjunction with a Select Committee of the Legislative Council to take into consideration the resolutions relative to the construction of a Railway in Newfoundland.

Ordered,—That a Message be sent to the Legislative Council requesting that they will be pleased to appoint a Select Committee of their Body, to act in conjunction with the Committee of the Assembly on the foregoing subject.

Ordered,—That the Hon. Attorney General and Mr. Kent do take the Message to the Legislative Council.

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

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 over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:

The House of Assembly having had under consideration the ac-

comparing petition of Michael Jackman and others, of Renew's, upon the subject of deepening the Harbor, 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 Address be engrossed and presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

Mr. PARSONS gave notice that on to-morrow he will ask the Hon. Attorney General to lay on the Table of the House the pay list of the Police Force in St. John's shewing the several amounts paid and to whom paid.

Mr. SCOTT gave notice that on to-morrow he will move an Address to His Excellency the Governor on the subject of the Bounty for the Bank Fishery.

Mr. KENT gave notice that on to-morrow he will move the following resolution :

Resolved,—That it is the opinion of the House, that the interest on the Halifax Fishery Award should be this year as heretofore appropriated for the purpose of such public improvements in the several Electoral Districts of the Colony, as may be determined by the Legislature.

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

MONDAY, April 4, 1881.

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

By Mr. PARSONS,—

From Thomas Murphy and others, Thomas Tapper and others, and from Uriah Cole and others, of Torbay.

From Thomas Rourke and others, of Middle Cove.

By Mr. COLLINS,—

From Patrick Myrick and others, of Cape Race, Long Beach, Duck Cove, Portugal Cove and Trepassey.

By Mr. NOWLAN,—

From James St. John and others, of Conception Harbour, District of Harbour Main.

By the SURVEYOR GENERAL,—

From Stephen Power and others, of North East Arm, Placentia.

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

The Hon. SURVEYOR GENERAL presented a petition from the Rev. Thomas Hennebury and others, of Trepassey, which was received and read, praying that an Automatic Buoy may be placed in that locality in lieu of the one carried away by the gales last fall.

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

The Hon. RECEIVER GENERAL gave notice that on to-morrow, he will ask leave to bring in a Bill to Indemnify His Excellency the Governor, for certain sums of money advanced by him out of the Public Treasury for the Service of the Colony.

Pursuant to Order of the day, the Bill to amend the Post Office Act as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled, An Act to amend the Law relating to the General Post Office,

Ordered,—That the Hon. Attorney General and Mr. Parsons do take the Bill to the Legislative Council and desire their concurrence.

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

Report of Surveyor General for 1880.

Mr. Long's report upon Clode Sound Survey for 1880.

Report by Coal boring by Alexander Murray C.M.G., F.G.S., for 1880.

Return of Applications and Licenses to Search for Minerals, for 1880.

Return of Applications for Licenses to Search for Minerals on that section of the Coast where the French exercise Rights of Fishery for 1880.

Return of Applications for Mining Leases for 1880.

Return of Licenses to Search for Minerals issued in 1880.

Return of Crown Land Grants for 1880.

Return of Licenses of Occupation for 1880.

Return of Free Grants for 1880.

Comparative Statement of Grants issued for 1879 and 1880.

Surveyor General's Consolidated Cash Account for 1880.

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, April 5, 1881.

Mr. PENNY presented a petition from the Rev. James Dove and others, of the District of Bay-de-Verds, which was received and read, praying that Carbonear may be made a terminus for the proposed Railway.

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

Mr. PENNY gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of the Rev. James Dove and others, of Bay-de-Verds, on the subject of extending the Railway to Carbonear.

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. WATSON 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 Colony, for the year ending 31st December 1881, and for other purposes :

The Private Secretary to the Governor, nine hundred and twenty-four dollars.

The First Clerk in the Colonial Secretary's Office, one thousand one hundred and twenty-four dollars.

The Second Clerk in the Colonial Secretary's Office, eight hundred dollars.

The Clerk in the Receiver General's Office, one thousand one hundred and twenty-four dollars.

The Draughtsman and Assistant in the Surveyor General's Office, one thousand one hundred and twenty-four dollars.

The Topographical Assistant in Surveyor General's Office, nine hundred and thirty dollars.

The Deputy Surveyor in Surveyor General's Office, six hundred dollars.

The Assistant Clerk in the Surveyor General's Office, two hundred and forty dollars.

The Inspector of Public Buildings and Light Houses, one thousand two hundred dollars.

Clerk in the Office of Inspector of Public Buildings and Light Houses, six hundred dollars.

The Keeper, Colonial Building, three hundred dollars.

The Office Keeper Colonial Secretary's Office, four hundred dollars.

The Keeper of the Halfway House, Salmonier, one hundred and sixty-two dollars.

The Gate Keeper, Government House, two hundred and seventy-seven dollars.

The Clerk in the Financial Secretary's Office, eight hundred dollars.

The Governor's Orderly, three hundred dollars.

The Auditor of Public Accounts, one thousand dollars.

The Assistant Clerk to the Board of Works, six hundred dollars.

The Messenger to the Board of Works, two hundred and fifty dollars.

The Chief Clerk and Registrar, Supreme Court, one thousand eight hundred dollars.

The Clerk in Registrar's Office, six hundred dollars.

For Stationery in Registrar's Office, ninety-three dollars.

The Sheriff's Bailiff, St. John's, and Keeper of the Court House, five hundred and fifty dollars.

The Crier and Tipstaff, St. John's, three hundred dollars.

The Chief Clerk and Registrar Northern Circuit Court, one thousand one hundred dollars.

For Crown Prosecutions, two thousand dollars.

To defray expenses of inquests, four hundred dollars.

The Circuit of Judges and hire of Steamers, five thousand six hundred dollars.

St. John's and Outport Police and Incidentals, thirty-five thousand nine hundred 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, three hundred dollars.

Two Assistants, five hundred dollars.

Keeper of Court House, Harbor Grace, fifty dollars.

The sum of thirteen thousand one hundred and fifteen dollars, to defray the salaries of the undermentioned Outport Magistrates, as follows:—

A Magistrate at Twillingate, eight hundred and thirty dollars.

A Magistrate at Fogo, seven hundred dollars.

A Magistrate at Greenspond, six hundred and ninety-three dollars.

A Magistrate at Trinity, eight hundred and thirty dollars.

A Magistrate at Bonavista, eight hundred and thirty dollars.

A Magistrate at Old Perlican, seven hundred dollars.

A Magistrate at Carbonear, eight hundred and thirty dollars.

A Magistrate at Brigus and Port-de-Grave, eight hundred and thirty dollars.

A Magistrate at Ferryland, eight hundred dollars.

A Magistrate at St. Mary's, two hundred and eighty dollars.

A Magistrate at Placentin, eight hundred and thirty dollars.

A Magistrate at Burin, 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 Magistrate at Little Bay, eight hundred dollars.

A Magistrate at West Coast, one thousand two hundred dollars

The sum of one thousand eight hundred and fifty-four dollars, towards defraying the salaries of the undermentioned Clerks of the Peace, as follows:—

A Clerk of the Peace for Twillingate, two hundred and seventy-seven dollars.

A Clerk of the Peace for Trinity, two hundred and seventy-seven dollars.

A Clerk of Peace for Carbonear, six hundred dollars.

A Clerk of Peace for Harbor Grace, seven hundred dollars.

The sum of two thousand six hundred and eighty-three dollars, towards defraying the salaries of Outport Constables, as follows:—

One Constable, Twillingate, one hundred and sixteen dollars.

One Constable, King's Cove, ninety-three dollars.

One Constable, Tickle Cove, fifty-six dollars.

One Constable, Salvage, fifty-six dollars.

Two Constables, Trinity, one hundred and seventy-two dollars.

One Constable at Catalina, one hundred and sixteen dollars.

One Constable at Heart's Content, fifty-six dollars.

One Constable at Lower Island Cove, fifty-six dollars.

One Constable at Spaniard's Bay, fifty-six dollars.

Two Constables at Brigus and Port-de-Grave, two hundred and seventy-eight dollars.

One Constable, Cat's Cove, ninety-three dollars.

One Constable, Harbor Main, ninety-three dollars.

One Constable, South Shore, one hundred and sixteen dollars.

One Constable, Torbay, ninety-three dollars.

One Constable, Ferryland, one hundred and sixteen dollars.

One Constable, Witless Bay, fifty-six dollars.

One Constable, Toad's Cove, fifty-six dollars.

One Constable, Fermeuse, fifty-six dollars.

One Constable, Brigus South, fifty-six dollars.

One Constable, Cape Broyle, fifty-six dollars.

One Constable, Trepassey, fifty-six dollars.

One Constable, St. Mary's, one hundred and sixteen dollars.

One Constable, Placentia, one hundred and sixteen dollars.

One Constable at Little Placentia, ninety-three dollars.

One Constable, Oderin, fifty-six dollars.

One Constable, Burin, one hundred and sixteen dollars.

One Constable, Lamaline, fifty-six dollars.

One Constable, Harbor Briton, one hundred and sixteen dollars.

One Constable, Gaultois, fifty-six dollars.

One Constable, Channel, fifty-six dollars.

The sum of one thousand four hundred and thirty dollars, towards defraying the salaries of the undermentioned Outport Gaolers, as follows:—

One Gaoler, Greenspond, eighty-four dollars.

One Gaoler, Trinity, one hundred and sixteen dollars.

One Gaoler, Bonavista, one hundred and forty dollars.

One Gaoler, Harbor Grace, five hundred dollars.

One Gaoler, Brigus and Port-de-Grave, sixty dollars.

One Gaoler, Ferryland, one hundred and forty dollars.

One Gaoler, Placentia, one hundred and forty dollars.

One Gaoler, Burin, one hundred and forty dollars.

One Gaoler, Grand Bank, seventy dollars.

One Gaoler, Harbor Briton, forty dollars.

The District Surgeons, St. John's, nine hundred and twenty-five dollars.

The Gaol Surgeon, St. John's, one hundred and eighty-five dollars.

The District Surgeon, Conception Bay, four hundred and sixty-two dollars.

The Gaol Surgeon, Conception Bay, one hundred and thirty-nine dollars.

The Physician of Lunatic Asylum, one thousand three hundred and eighty-five dollars.

Medical attendance at the St. John's Hospital, nine hundred dollars.

The sum of one thousand one hundred and fifty-four dollars to defray the salary of the Commissioner of the Poor.

The sum of seven hundred dollars to defray the salary of an Inspector of the Poor.

The sum of two hundred and fifty dollars to defray the salary of an Assistant Inspector of the Poor.

The sum of two hundred and seventy-seven dollars to defray the salary of Keeper of the Poor House.

The sum of ninety-five thousand dollars towards defraying the Relief of Permanent and Casual Poor of St. John's and the Outports.

The sum of nineteen thousand five hundred dollars towards defraying the expenses of Servants and Lunatic Paupers at Lunatic Asylum.

The sum nine thousand five hundred dollars towards defraying the expenses of Servants and Paupers, St. John's Hospital.

The sum of eight thousand five hundred dollars towards defraying the expenses of Servants and Paupers, Poor Asylum.

A Ferryman at Great Placentia, one hundred and thirty-nine dollars.

A Ferryman at Salmonier, one hundred and sixteen dollars.

A Ferryman at Mall Bay, eighty dollars.

A Ferryman at Colinet, one hundred and sixteen dollars.

A Ferryman at Portugal Cove, one hundred and forty dollars.

A Ferryman at Trinity, one hundred and thirty-nine dollars.

A Ferryman at Topsail, one hundred and sixteen dollars.

A Ferryman at Harbor Grace, one hundred and forty dollars.

A Ferryman at Random Sound, Trinity Bay, one hundred and twenty dollars.

A Ferryman at Little St. Lawrence, forty-seven dollars.

A Ferryman at Holyrood, one hundred and forty dollars.

A Ferryman at Burin and Mud Cove, one hundred and sixteen dollars.

A Ferryman at Aquatorte, ninety-four dollars.

A Ferryman at Mortier Bay, one hundred and sixteen dollars.

A Ferryman at Connaigre Bay, one hundred and thirty-nine dollars.

A Ferryman at Fogo, forty-seven dollars.

A Ferryman from King's Cove to Amherst Cove, one hundred and sixteen dollars.

A Ferryman at Harbor Briton, one hundred and twenty dollars.

A Ferryman from Harbor Briton to Jersey Harbor, one hundred and forty dollars.

A Ferryman from Burgeo to Lapoile, one hundred and twenty dollars.

A Ferryman at Lapoile Harbor, one hundred and forty dollars.

A Ferryman from Greenspond to Ship Island, one hundred and twenty dollars.

A Ferryman at Twillingate and Fogo, eighty dollars.

A Ferryman at Ragged Harbor, eighty dollars.

A Ferryman at Exploits Burnt Island, eighty dollars.

A Ferryman at River Head, St. Mary's, fifty dollars.

A Ferryman from Greenspond to Main Land, eighty dollars.

The sum of one hundred dollars to defray the expenses of two Men at Fort Amherst, for Fog Gun.

The sum of forty-eight dollars to defray the expenses of One Man at Signal Hill, for firing Noon-day Gun.

The sum of eight hundred dollars to defray the cost of Ammunition for firing Fog and Noon-day Gun.

The sum of three hundred and eighty dollars for the salaries of Two Men at the Block House, Signal Hill, namely, one at two hundred dollars, and the other at one hundred and eighty dollars.

The sum of seventy dollars for Fuel and Light of Block House, Signal Station.

The sum of one hundred dollars for Chronometer Time.

The sum of one thousand two hundred dollars towards defraying the expenses of the Repairs on the St. John's Court House.

The sum of four hundred and fifty dollars towards defraying the expenses of the Repairs on the St. John's Penitentiary.

The sum of one thousand two hundred dollars towards defraying the expenses of the Repairs on Outport Court Houses and Gaols.

Towards defraying the expenses of Repairs on Lunatic Asylum, the sum of one thousand four hundred dollars.

Towards defraying the expenses of Repairs on Poor Asylum, the sum of eight hundred dollars.

Towards defraying the expenses of Repairs on St. John's Hospital, Quidi Vidi, the sum of two hundred and fifty dollars.

Towards defraying the expenses of Repairs on the Custom House, St. John's, the sum of four hundred and forty dollars.

Towards defraying the expenses of Repairs on the Colonial Building, eight hundred dollars,

Towards defraying the expenses of Repairs on the Block House, one hundred dollars.

Towards defraying the expenses of Repairs on Factory, one hundred dollars.

Towards defraying the expenses of Repairs on Imperial Property handed over to Newfoundland, eight hundred dollars.

Towards defraying the expenses of Fuel and Light for the St. John's Custom House, four hundred dollars.

Towards defraying the expenses of Fuel and Light for Government House, the sum of one thousand five hundred dollars.

Towards defraying the expenses of Fuel and Light for Colonial Building, eight hundred and fifty dollars.

Towards defraying the ordinary expenses of Court Houses and Goals, the sum of nine thousand dollars.

Towards defraying the expenses of Postal Steam to the Westward and Northward, the sum of fifty-two thousand and forty dollars.

Towards defraying the expenses of Postal Steam to the West Coast, four thousand dollars.

Towards defraying the expenses of Postal Steam to the Labrador, eight thousand dollars.

Towards defraying the expenses of Postal Steam to Conception Bay, eight thousand dollars.

Towards defraying the expenses of Postal Steam from Liverpool to St. John's, Halifax and America, sixty-five thousand seven hundred and sixty dollars.

Towards defraying the expenses of Lighting St. John's with Gas, the sum of two thousand four hundred dollars.

The sum of five hundred dollars towards defraying the expenses of Lighting Harbor Grace with Gas.

The sum of two thousand dollars towards defraying the expenses of Shipwrecked Crews.

The sum of two hundred and thirty-one dollars towards the support of the Dorcas Society, St. John's.

The sum of one hundred and twenty dollars towards the support of the Dorcas Society, Harbor Grace.

The sum of one hundred and sixteen dollars towards the support of the Dorcas Society, Carboneer.

The sum of two hundred and thirty-one dollars to the Ladies' St. Vincent de Paul Society, St. John's.

The sum of one hundred and twenty dollars to the Ladies' St. Vincent de Paul Society, Harbor Grace.

The sum of four hundred and sixty-two dollars to the General Protestant Industrial Society, St. John's.

The sum of two hundred and thirty-one dollars towards the support of the Industrial Department of the Orphan Asylum.

The sum of four hundred and sixty-two dollars to the St. John's Factory.

The sum of one thousand five hundred and fifty-four dollars for the Agricultural Society, St. John's.

The sum of four hundred and sixty-two dollars for the Agricultural Society in Conception Bay.

The sum of two thousand dollars towards defraying the expenses of the Labrador Revenue Cruiser.

The sum of six thousand five hundred dollars towards defraying the expenses of Printing and Stationery.

The sum of one thousand dollars towards expenses of Postages, Telegrams, and other Incidentals.

The sum of one hundred and eighty-five dollars to the Widow of the late Lionel T. Chancey.

The sum of one hundred and sixteen dollars to the Widow of the late William Buckley, killed in the discharge of his duty as a Volunteer Fireman.

The sum of two hundred dollars to the Widow of the late Robert Oke.

The sum of one thousand seven hundred dollars towards defraying the expenses of Insuring Public Buildings.

The sum of two thousand five hundred dollars to defray Unforeseen Contingencies.

The sum of twenty-eight thousand three hundred and thirty-four dollars towards defraying the expenses of the Postal Service of this Colony.

The sum of seventy dollars towards defraying the expenses of the Town Clock.

The sum of five thousand five hundred dollars towards Geological, Mineral and Land Survey.

The sum of ninety-three dollars towards defraying the salary of Inspector of Weights and Measures.

The sum of four thousand dollars under the St. John's Sanitary Act.

The sum of eight hundred dollars in aid of Sewerage account.

The sum of one hundred and sixty-seven dollars in aid of the St. John's General Water Company

The sum of twenty thousand dollars to be expended in and about Public Works; to be apportioned equally for each Electoral District, one thousand three hundred and thirty-three dollars and thirty-three cents each.

The sum of one thousand nine hundred and twenty dollars to defray the salary of the Chief Examiner of Masters and Mates and Harbor Master.

The sum of four hundred dollars to defray the expenses of Assistant Examiners and Boat hire.

The sum of two hundred dollars to encourage Instructors of Masters and Mates.

The sum of two thousand five hundred dollars for the Protection of the Western Herring Fishery.

The sum of five hundred dollars for the Education of the Deaf, Dumb, and Blind.

The sum of eight thousand dollars in aid of General Lights.

The sum of four thousand six hundred and three dollars and fifty cents to pay Interest on Telegraph Lines, from Fishery Award.

The sum of four thousand dollars to pay Extension and Maintenance on New Telegraph Line.

The sum of four thousand dollars for Coastal Wharves.

The sum of two thousand dollars for West Coast Education Grant.

The sum of eight hundred dollars for hire of Public Offices, Athenæum Building.

The sum of one thousand for repairs to Surveyor General's Office.

Ordered,—That the said resolutions be adopted.

The Hon. RECEIVER GENERAL, in accordance with the resolutions reported from Committee of the Whole on Supply, on leave granted presented a Bill for Granting to Her Majesty a sum of Money for defraying the Civil Expenditure of the Colony for the year ending the 31st December, 1881, and for other purposes, which was read a first time.

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

Pursuant to order of the day the House resolved itself into Committee of the Whole upon the Bill for Granting to Her Majesty a sum of Money for making and repairing Roads, Streets and Bridges.

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 without amendment and he handed the Bill in at the Clerk's table.

Ordered,—That the report be received.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the further consideration of the Bill to amend the Act for Preventing the Sale of Intoxicating Liquors.

Mr. SPEAKER left the chair.

Dr. SKELTON took the chair of the Committee.

Mr. SPEAKER resumed the chair.

Mr. PARSONS, pursuant to notice and leave granted, presented a Bill concerning Minors and Suits in the Central District Court, which was read a first time.

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

The Hon. RECEIVER GENERAL, pursuant to notice and leave granted, presented a Bill to Indemnify His Excellency the Governor for certain advances made by him on account of the Service of the Colony, which was read a first time.

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

(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 in reply to their Message of the 1st April, instant, that they have appointed the Honourable Messrs. Tessier, Harvey and Ayre, a Select Committee to Act in conjunction with the Select Committee of the House of Assembly relative to the construction of a Railway from St. John's to Hall's Bay, with branches to Brigus, Clarke's Beach and Harbor Grace.

EDWARD MORRIS,

President.

Council Chamber,
5th April, 1881.

And then the Messenger withdrew.

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

Mr. SCOTT gave notice that on to-morrow he will ask the Chairman of the Board of Works who were the Contractors under the Sanitary Act for 1880; if there are any contracts or arrangements made under the Act for 1881, and if so what are they and with whom made.

Also that he will lay on the table of the House a detailed statement of the various charges on account of Court Houses and Gaols,

under head of Wages, Harbor Grace Gaol, and Rutherford & Co., for Blankets for Harbor Grace Gaol, amounting to \$149.

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

WEDNESDAY, April 6, 1881.

The Hon, Mr. SHEA presented a petition from Nathaniel Parsons and others, of Harbor Grace, which was received and read, praying for a grant to enable them to make a road to their farms on the South Side.

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

Mr. NORMAN presented a petition from James Spracklin and others, of Brigus, which was received and read, praying that regulations may be adopted for establishing the distance to be observed in the setting of Cod Traps.

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

The Hon. ATTORNEY GENERAL presented a petition from the Rev. Arthur C. Waghorne and others, of Dildo Arm and Green Harbor in Trinity Bay, which was received and read, praying that no delay may be allowed to interfere with the carrying out the construction of the Railway in this country.

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

Petitions praying for grants to extend and repair Roads and Bridges were severally presented received and read, from certain residents of Torbay and settlements in the District of St. John's East, by Mr. O'Mara and Mr. Parsons.

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

Mr. WATSON gave notice that on to-morrow he would move for the appointment of a Select Committee to consider the desirability of Legislation on the question of Cod Traps used in the fisheries of this Colony.

The Hon. ATTORNEY GENERAL gave notice that on to-morrow he will move for leave to introduce a Bill for the Amendment of the Law in reference to the Registration of Deeds.

The Hon. Mr. RORKE gave notice that on to-morrow he will ask leave to bring in a Bill to repeal Section 1, Title 27, Cap. 102, of Consolidated Statutes, in so far as the same relates to the Coast of Labrador.

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

By Mr. PARSONS,—

From James Wheeler and others, of Torbay road.

By Mr. KENT,—

From Martin Ryan and others, of Torbay North.

From Wm. Shea and others, of Pouche Cove.

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

Mr. KENT moved, seconded by Mr. O'MARA, pursuant to notice,—

That it is the opinion of this House, that the Interest on the Halifax Fishery Award, should be this year, as heretofore appropriated for the purpose of such public improvements in the several Electoral Districts of the Colony, as may be determined by the Legislature.

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

For the motion—9.

Against the motion—14.

Mr. Little,

Hon. Attorney General,

“ McLaughlan,

“ Receiver General,

“ Kent,

“ Surveyor General,

“ Scott,

“ A. Shea,

“ Nowlan,

“ J. Rorke,

“ Parsons,

“ J. S. Winter,

“ O'Mara,

The Chairman, Board Works,

“ Greene,

Mr. Collins,

“ Goodridge,

“ Dwyer,

Dr. Skelton,

Mr. Saint,

“ Penny,

“ Norman,

“ Rice,

So it passed in the negative.

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

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 over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of the Rev. James Dove and others, of Carbonear, upon the subject of extending the Railway to Carbonear, respectfully request that your Excellency will be pleased to take the same into consideration and make such order thereon as may appear reasonable.

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

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

The Bill for granting to Her Majesty a sum of money for defraying the Civil Expenditure of the Colony.

The Bill to Indemnify His Excellency the Governor for certain advances made for the service of the Colony.

The Bill to amend the Acts relating to the General Water Company.

The Bill concerning Minors and Suits in the Central District Court.

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

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

THURSDAY, April 7, 1881.

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

By Mr. NOWLAN,—

From Edmond Duff and others, of Holyrood.

By Mr. WATSON,—

From George Payne and others, Methodists of Heart's Content, for a road to the Cemetery there.

By Mr. PARSONS,—

From John McGrath and others, of Torbay.

From Wm. Tapper, John Malone, Patrick Malone and others, of same settlement.

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

Mr. KENT presented a petition from Garret Coady and others, of Torbay, which was received and read, praying for employment on Public Works.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill for granting to Her Majesty a sum of money for defraying the Civil Expenditure of the Colony.

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 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 tomorrow.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the Bill to amend the Harbor Grace Water Company Act.

Mr. SPEAKER left the chair.

Mr. SAINT 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 made some amendments

therein, which they had directed him to report to the House, and he handed the Bill and amendments in at the Clerk's table.

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

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

The Hon. ATTORNEY GENERAL, pursuant to notice and leave granted, presented a Bill to amend the Law relating to the Registration of Deeds, which was read a first time.

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

Hon. Mr. RORKE, pursuant to notice and leave granted, presented a Bill to repeal Section 1, of Title, 27, Cap. 102, of Consolidated Statutes, so far as relates to the Coast of Labrador, which was read a first time.

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

Mr. SCOTT gave notice that on to-morrow he will ask the hon. the Premier whether the attention of the Government has been drawn to a paragraph which appeared in the Maine Mining Journal of 25th March last, of which paragraph the following is a copy :—

“ The State Department at Washington has issued a warning to Capitalists against investing in the newly discovered Molybdina fields, near Bay-des-Isles, on the West Coast of Newfoundland. This tract is included in the guarantee to the French fishermen by the Treaty of Versailles in 1785, and the same declaration expressly forbids the erection of any stationary buildings thereon.

“The State Department deems this warning sufficient to prevent speculators from running the risk which would follow from the infringement of the Rights guaranteed the French in this respect.”

And whether it is the intention of the Government to take any steps to counteract the effect of such notice on our mining interests and if any correspondence has taken place between the Government, and if so to lay the same on the table.

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

FRIDAY, April 8, 1881.

Mr. PARSONS presented several petitions from Patrick Ryan and others, of Torbay, and other settlements St. John's East, which were received and read, praying for grants to repair roads in those localities.

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

Pursuant to Order of the Day the Bill for granting to Her Majesty a sum of money for making and repairing roads, streets and bridges, in this Colony, as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled, “An Act for granting to Her Majesty a sum of money for constructing and repairing roads, streets and bridges within this Colony.”

Ordered,—That the Chairman of the Board Works and Mr.

Parsons do take the Bill to the Legislative Council and desire their concurrence.

Pursuant to Order of the Day the Bill for granting to Her Majesty a sum of money for defraying the Civil Expenditure of the Colony, as engrossed, was read a third time.

Ordered,—That the Bill do pass and be entitled “ An Act for granting to Her Majesty a sum of money for defraying the expenses of the Civil Government of this Colony, for the year ending the thirty-first day of December, one thousand eight hundred and eighty-one, and for other purposes.”

Ordered,—That the Hon Receiver General and Mr. McLaughlan do take the Bill to the Legislative Council and desire their concurrence.

The Order of the Day for third reading of the Bill to amend the Harbor Grace Water Company's Act being read.

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

And the House resolved itself into the said Committee accordingly.

Mr. SPEAKER left the chair.

Mr. SAINT 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 made an amendment therein, 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 Bill, as amended, be engrossed and read a third time to-morrow.

(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, in reply to their Message of the 30th of March, ult., that they concur in the course proposed by the Assembly with reference to lands contiguous to the Waters of the harbour of St. John's, with a view to ascertaining how far it is expedient to interpose by legislative enactment relative to the same for the preservation and extension of the present area of harbor accommodation in the interest of the public. And they appoint the Honorables Messrs. Tessier, Fox and Talbot, a Select Committee to meet the Select Committee of the House of Assembly on this subject.

EDWARD MORRIS,

President.

Council Chamber,
8th April, 1881.

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 Acts relating to the General Water Company.

MR. SPEAKER left the chair.

Mr. SAINT 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 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 the Order of the Day, the House resolved itself into Committee of the Whole upon the Bill to Indemnify His Excellency the Governor for certain advances made by him from the Colonial Treasury for the service of the Colony.

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 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 to amend the Act for the Registration of Deeds.

The Bill to repeal Section 1, Title 102, of the Consolidated Statutes relating to the Labrador.

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

The HON. ATTORNEY GENERAL, by command of His Excellency the Governor, presented to the House—

Report of the Auditor of Public Accounts, for the year 1880.

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

The CHAIRMAN OF THE BOARD OF WORKS, presented to the House —

Report of the Inspector of Light Houses and Public Buildings for the year 1880.

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

Mr. PARSONS gave notice that on to-morrow he will ask the Hon. Receiver General if there is at present an Official Customs Broker in Her Majesty's Customs at St. John's, and if so his name and occupation, office hours and duties, what salary he receives (if any), and if no salary, what fees attend such office, and to whom paid.

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

MONDAY, April 11, 1881.

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

By Mr. O'MARA,—

From Thomas Murphy and others, of Torbay.

From Michael Bolger and others, of same settlement.

From John Smart and others, of Outer Cove.

From George Earles, Robert Norman and others, of Pouche Cove.

By Mr. PARSONS,—

From John Quigly, Nicholas Ellard and others, of Torbay.

By the FINANCIAL SECRETARY,—

From Lawrence Ducey and others, of Keels.

From James Eagan, Senior, and others, of same settlement.

From Charles Ducey and others, of Bloody Bay.

From William Ryan and others, of Bushy Cove.

From William Russel and others, of Bonavista.

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 to amend the Harbor Grace Water Company Act.

The Bill to amend the General Water Company Acts.

The Bill to indemnify His Excellency the Governor for certain sums of money advanced by him for the service of the Colony.

Ordered,---That the first Bill do pass and be entitled "An Act to enable the Harbor Grace Water Company to extend the Capital Stock of the said Company and for other purposes."

Ordered,—That the Hon. Mr. Shea and Mr. Green do take the Bill to the Legislative Council and desire their concurrence.

Ordered,—That the second Bill do pass and be entitled "An Act to amend the Acts relating to the General Water Company."

Ordered,—That the Hon. Mr. Winter and Mr. Nowlan do take the Bill to the Legislative Council and desire their concurrence.

Ordered,—That the third Bill do pass and be entitled "An Act to Indemnify His Excellency the Governor for certain sums of money advanced by him out of the Public Treasury for the service of the Colony."

Ordered,—That the Hon. Receiver General and Mr. Scott do take the Bill to the Legislative Council and desire their concurrence.

Ordered,—That the Order of the Day for the second reading of the Bill relating to Gambling and Gambling Houses be discharged.

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

mittee of the Whole on the Bill to amend the Law relating to the Coast Fisheries.

Mr. SPEAKER left the chair.

Mr. GOODRIDGE 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.

On motion of Mr. Watson seconded by Mr. Penny,—

Resolved,—That a Select Committee be appointed to consider the desirability of Legislation on the question of Traps used in the Fisheries of this Colony.

Ordered,—That Mr. Watson, Mr. Penny, Mr. Scott, Mr. Norman, Mr. Goodridge, Mr. Nowlan and the Hon. Receiver General do form the Committee.

The Order of the Day for the second reading of the Bill respecting the liability of Sheriffs in certain cases being read.

Ordered,—That the said Bill be referred to the Select Committee to whom is referred Bills relating to the Administration of Justice.

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

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

MONDAY, April 18, 1881.

The Hon. ATTORNEY GENERAL presented a petition from Elisha Efford and others, of Chapel Arm, Trinity Bay, which was received and read, praying that no delay may be allowed to interfere with the carrying out of the Railway in Newfoundland.

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

Mr. PARSONS presented a petition from James H. Henderson, of St. John's, which was received and read, praying that he may be allowed a desk in the Customs Long Room to facilitate him in his business as a broker.

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

Mr. PARSONS gave notice that on to-morrow he will ask the Hon. the Premier whether any official information has been received by the Government in reference to the settlement of the French Shore Question.

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

TUESDAY, April 19, 1881.

On motion of the Hon. ATTORNEY GENERAL seconded by Mr. LITTLE,—

Resolved,—Whereas intelligence has been to day received of the death of the Right Honorable the Earl of Beaconsfield.

Resolved,—That as a token of respect for the memory of a great Statesman, this House do not now proceed to business but do adjourn till to-morrow.

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

WEDNESDAY, April 20, 1881.

Mr. O'MARA presented seven petitions from Andrew Malone and others, of Torbay and Freshwater, which were severally received and read, praying for grants to extend and repair roads in those localities.

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

Mr. PARSONS presented petitions from Michael Kelly and others, of Torbay, Middle Cove and Outer Cove, which were severally received

and read, praying for grants to extend and repair roads in those settlements.

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

The Hon. SURVEYOR GENERAL presented a petition from James Harney, J. P., and others, of St. Mary's, which was received and read, praying for a grant to erect a Public Wharf there.

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

He, also, presented a petition from Patrick Nowlan and others, of Cout's Pond, which was received and read, praying for a grant to build a Bridge over the river there.

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

The Hon. RECEIVER GENERAL from the Select Committee on the present mode of carrying female passengers engaged in the Labrador Fishery, to and from the said Coast, presented a preliminary report, which he handed in at the Clerk's Table, where it was read, as follows:—

COMMITTEE ROOM,

HOUSE OF ASSEMBLY,

April 19, 1881.

The Select Committee appointed to enquire into the present mode of conveying female passengers engaged in the Labrador Fishery to and from the said Coast, beg leave to state that they have adopted a series of queries, hereto annexed, which they recommend being sent to those persons engaged in that fishery and others from whom information can be obtained.

As this report is only preliminary the Committee are of opinion that by continuing their powers during the recess much valuable in-

formation will be obtained, which the limited time at their disposal renders it impossible now to receive.

Respectfully submitted,

JAMES J. ROGERSON,
Chairman.

ALEX. J. W. McNEILY,

ROBERT J. KENT,

F. WINTON,

P. NOWLAN,

A. PENNEY,

A. F. GOODRIDGE,

1.—What sleeping accommodation has been afforded to female servants engaged in the fishery on board fishing vessels on voyages to Labrador? Describe the same.

2.—What sanitary accommodation as to ventilation and closets is available for females on board of such vessels?

3.—Is there any accommodation on board such vessels affording to females the seclusion and privacy which from time to time they may require.

4.—What is the nature of the accommodation afforded to females in fishing huts, or dwellings, upon the coast of Labrador? Describe the same as fully and particularly as possible?

5.—Describe the manner in which passengers go as families to Labrador in prosecution of the fisheries? Describe the mode of separation (if any) between the apartments of male and female passengers on board the craft proceeding to Labrador?

6.—Describe the usual relation of the number of passengers on board such vessels to the tonnage of such vessels. For instance, how many passengers are usually carried by a vessel of 100 tons, and so for less or greater tonnages ?

7.—How many boats are usually carried by such vessels, and what is the carrying capacity of such boats ? Are the boats usually carried sufficient for the security of passengers in case of accident ?

8.—From your experience what would you recommend :

1st. As to safety of life and property of passengers proceeding to Labrador ?

2nd. As to preservation of health of such passengers ?

3rd. As to the conservation of decency and morality upon such voyages.

9.—Please give any further information which you may think expedient as to this matter.

10.—Would it, in your opinion, be advisable that females should be prevented from proceeding to Labrador as fishing servants ?

11.—Would it be advisable, in your opinion, to limit the number of passengers proceeding on fishing voyages to Labrador in proportion to the tonnage of the carrying vessels ? What should be the proportion of passengers to tons ?

12.—Can you give particulars as to the number of females employed in the Labrador fishery from your district ? Please give numbers and the extent of the district from which these numbers come ?

Ordered,—That the said report be adopted.

The HON. RECEIVER GENERAL gave notice that on to-morrow he will move that the Committee appointed to enquire into the present system of conveying female passengers engaged in the Labrador Fishery be empowered to sit and take evidence after the termination of the present Session, and to report to this House at the next Session of this Assembly.

Mr. WATSON from the Select Committee to consider the desirability of Legislation on the question of Cod Traps used in the Fisheries of this Colony, presented the following preliminary report which he handed in at the Clerk's Table, where it was read:—

COMMITTEE ROOM,

HOUSE OF ASSEMBLY,

April 20, 1881,

The Select Committee appointed to consider the desirability of Legislation on the question of Cod Traps used in the Fisheries of this Colony, beg leave to state that they have adopted a series of queries, hereunto annexed, which they recommend, being sent to those persons engaged in the Fishery, whose information can be obtained.

As this report is only preliminary, the Committee are of opinion that by continuing their powers during the recess, much valuable information may be obtained, which the limited time at their disposal renders it impossible now to receive.

Respectfully submitted,

JAMES H. WATSON,

Chairman.

A. F. GOODRIDGE,

N. NORMAN,

A. PENNEY,

P. J. SCOTT,

P. NOWLAN,

JAMES J. ROGERSON.

QUERRIES.

1.—What effect in your opinion has the use of the Cod Trap on the Fisheries, both Shore and Labrador ?

2.—Do you believe any legislation necessary on the subject ?

3.—What distance, do you think, traps should be set apart from each other ?

4.—Should Hauling Coves be reserved for the use of Cod, Herring or Caplin Seines ?

5.—What is the smallest size Mesh that in your opinion should be used in the construction of Cod Traps ?

6.—Do you think that some portion of a Trap should be of larger size than the rest, in order to allow small fish to escape ?

7.—Can you give any further information bearing on this subject, especially with regard to the quantity of small fish destroyed by the use of Cod Traps ?

Ordered,—That the said report be adopted.

Mr. WATSON gave notice that on to-morrow he will move that the Select Committee on the question of the desirability of Legislation on the subject of Cod Traps used in this Colony, be empowered to sit and take evidence after the termination of the present Session, and to report to this House at the next Session of the Assembly.

The FINANCIAL SECRETARY, from the Select Committee to whom was referred the Bill relating to Banks for Small Savings, presented the Report which he handed in at the Clerk's Table, where it was read as follows :—

COMMITTEE ROOM,

HOUSE OF ASSEMBLY,

April 20, 1881.

The Select Committee to whom was referred the Bill relating to Banks for Small Savings, beg to report that they have considered the Bill to them referred and have made some amendments therein and beg to report the said Bill as amended.

Respectfully submitted,

F. WINTON,

Chairman.

ROBERT J. KENT,

P. J. SCOTT,

D. JOS. GREENE,

W. V. WHITEWAY.

P. NOWLAN,

J. S. WINTER.

Ordered,—That the said report be adopted.

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

The Hon. RECEIVER GENERAL gave notice that on to-morrow he will ask leave to introduce a Bill to amend the District Court Act.

Mr. PARSONS gave notice that on to-morrow he will move an Address to His Excellency the Governor on the subject of the petition of Hector Henderson.

Also, that on to-morrow he will ask the Hon. Receiver General

to lay on the Table of the House an account, showing the number of Outstanding Sights due at the Custom House to date, also, for names of persons indebted for duties (if any) to date.

(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 respectfully "An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies;" and "An Act to amend the Law relating to the General Post Office," without amendment.

EDWARD MORRIS,

President.

Council Chamber,

12th April, 1881.

And then the Messenger withdrew.

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

The Hon. ATTORNEY GENERAL, from the Joint Select Committee of the Legislative Council and Assembly in reference to the construc-

tion of a Railway in Newfoundland, presented the Report, which he read in his place and then handed in at the Clerk's Table, where it was again read as follows:

COMMITTEE ROOM,

HOUSE OF ASSEMBLY,

April 20, 1881.

The Joint Committee of the hon. the Legislative Council and House of Assembly, appointed to consider the proposals of the Syndicate represented by Mr. Blackman, for the purpose of constructing, maintaining and operating a line of Railway in this Island, extending from St. John's to Hall's Bay, with branches to Clark's Beach or Brigus and to Harbor Grace, and to negotiate with the said Syndicate on the basis of said proposal with a view to a Contract, with the necessary guarantees for the due performance of the same, beg to report that since their appointment they have been continuously engaged in the said negotiations with Mr. Blackman, and have concluded a provisional Contract for reference to the Legislature, in which all the conditions and terms of the proposals of the said Syndicate have been carefully and exhaustively considered.

The main line of Railway is to run from St. John's to Hall's Bay, connecting with North-west Arm, Random Sound, with Clode Sound, and crossing Exploits River near Bishop's Falls. The branch lines are to be from the main at points near Hodge Waters and Spread Eagle Peak, to Clark's Beach or Brigus, and to Harbor Grace, and extending to Carbonear, when the necessary arrangements have been made. This latter extension being proposed under a special reference from the Legislature since the Committee was formed with its instructions to limit the branch to Harbor Grace.

The money subsidy to be paid half-yearly by the Government to

be one hundred and eighty thousand dollars, payable during the efficient maintenance and operation of the road, and the proportions of this subsidy to attach while the road is in course of construction, on the report of the Government Engineer, as each five miles is completed, in accordance with the proposals of Mr. Blackman in this respect.

The land grants are to be in alternate blocks of good land along the line as far as practicable, in quantities of one mile along the line by eight miles in depth,—provision being made for obtaining elsewhere, as the Company may select, other lands in connection with reserves for the Government to make good the stipulated amount when this cannot be obtained along the line of road. Ample provision is made for enabling the Government to reserve for the purposes of the fisheries and other accustomed needs of the people such lands as will meet the public requirements in all these respects.

The gauge of the road to be three feet and six inches.

The Government are to have the right of preemption of the rights and property of the Company in the Railroad after a period of thirty-five years instead of fifteen years, as stated in the proposal. The first limit, which would include the period of construction, not being considered a sufficient time to fully test the capabilities and value of said property.

The articles for use in the construction and maintainence of the Railroad are to be admitted duty free. These articles are specified in the contract.

The Railroad and its capital stock and lands are to be exempted from exceptional taxation.

The proposal of the Company to pay for the right of way has been

arranged for by a concession on their part to the Government of ninety thousand dollars out of the last year's payment on account of subsidy ; this will apply to the selection of the terminus in St. John's at Riverhead, as indicated in Messrs. Kinnipple & Morris's report, but if the Company should select any other location in St. John's for their terminus and Stations the extra cost, if any, for the purchase of the necessary land for this purpose is to be a charge on the Company.

The construction of the road is to be completed within the period of five years.

The offer contained in Mr. Blackman's original proposal, which would give the Government the right to an abatement of subsidy in the event of the cost of the road being less than sixteen thousand five hundred dollars per mile was taken into full consideration by the Committee ; but as the great reduction of the subsidies seemed to make this condition no longer applicable, and as it had not been relied on as involving any valuable consideration for the Government, and further, the clause appearing to raise objections on the score of its creating an uncertainty in the reliable amount of the subsidy, and consequently operating to prejudice the financial operations of the Company, the Committee felt that it was wise to omit the condition from the contract and have accordingly omitted it.

The Company bind themselves to build a substantial, reliable and efficient road, subject to approval by a Government Inspector.

The conditions on which this undertaking is based, had a material and necessary bearing on the views of the Committee in their negotiations.

The Company advance all the money and incur all the risks attendant on the construction and maintenance of the road ; and as on its efficient operation the payment of the annual subsidy is made dependent, a regard for their own interests must ensure the construction of such a

line of road as shall fulfil the conditions on which alone the subsidy is obtainable.

The Government advances nothing and ceases to pay if the Company should fail to operate the road, and it follows that the penalties and conditions that in ordinary contracts of this character would be indispensable have no application to the peculiar circumstances of a case like the present.

It was necessary in all the negotiations to bear in mind the special nature of the present contract ; and, in involving no risk of outlay on the part of the Government, it seemed to the committee that the undertaking of the Company should be left as free as possible from restraint or interference beyond what was necessary for insuring the safety of the travelling public.

The wages of laborers are made payable monthly and securities taken in this respect.

Though not forming part of the contract, the committee have satisfactory assurance from Mr. Blackman that local laborers shall have the preference over others in the construction of the road. A note from that gentleman on this subject is annexed to this report.

Accompanying this report the following documents are transmitted :

1. Contract as proposed.
- 1a. Copy Mr. Blackman's authority to act on behalf of the company.
2. Charter of Incorporation of the company.
3. Bill necessary to give effect to the foregoing.

4. Mr. Blackman's letter in the matter of labor.
5. Telegram dated the 20th April from F. W. Allin, Secretary Syndicate Company, to A. L. Blackman, approving contract ; all which is respectfully submitted.

W. V. WHITEWAY.

Chairman.

P. G. TESSIER,

JOHN RORKE,

A. SHEA,

A. W. HARVEY,

C. R. AYRE,

J. J. LITTLE,

A. M. MACKAY,

ROBERT J. KENT.

Ordered,—That the said report be received.

The Hon. ATTORNEY GENERAL, on leave granted, presented a Bill respecting the proposed Railway in Newfoundland, which was read a first time.

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

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

Contract as proposed with A. L. Blackman on behalf of the Syndicate.

Copy of Mr. Blackman's letter of authority to act for the Syndicate.

Charter of Incorporation of the Railway.

Letter from A. L. Blackman on employment of laborers.

Telegraph of 20th April to Mr. Blackman from Syndicate confirming contract.

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

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

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

MONDAY, April 25, 1881.

(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 severally, "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 of December, 1881, and for other purposes ;” and “ 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 ;” without amendment.

EDWARD MORRIS,
President.

Council Chamber,
12th April, 1881.

And then the Messenger withdrew.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the further consideration of the Bill to amend Cap. 36, Title 9, Consolidated Statutes entitled “ of the Registration of Deeds.”

Mr. SPEAKER left the chair.

Mr. COLLINS 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 on the further consideration of the Bill to amend the Law relating to the Coast Fisheries.

Mr. SPEAKER left the chair.

Mr. O'MARA took the chair of the Committee.

Mr. SPEAKER resumed the chair.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the further consideration of the Bill concerning Minors and Suits in the Central District Court.

Mr. SPEAKER left the chair.

Mr. SAINT 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 come to the following resolution therein, which they had directed him to report to the House, and he handed the resolution in at the Clerk's table, where it was read as follows :—

Resolved,—That the said Bill be referred to the Select Committee to whom has been referred Bills relating to the Administration of Justice.

Ordered,—That the report be received and that Mr. Parsons be added to the Select Committee aforesaid.

Pursuant to Order of the Day the Bill for the construction of a Railway in Newfoundland, 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 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 :

The House of Assembly having had under consideration the expediency of continuing the Bounty in aid of the Bank Fishery and being impressed with the desirability of continuing such Bounty for another year, respectfully request that Your Excellency will be pleased to take the question into consideration and make such order thereon as may appear reasonable.

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 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 Hector Henderson, of St. John's, upon the subject of the appointment of Custom House Broker, 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 Honourable Executive Council.

The Hon. RECEIVER GENERAL pursuant to notice and leave granted presented a Bill to amend the Acts relating to the Central and Harbor Grace District Courts, which was read a first time.

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

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

Resolved,—That the Select Committee appointed to enquire into the present system of Conveyance to the Labrador of females engaged in the Labrador Fishery, be empowered to sit and take evidence after the termination of the present Session and to report to the House at the next Session of the Assembly.

On motion of the Hon Mr. RORKE seconded by Mr. PENNY,

Resolved,—That the Select Committee on the question of the desirability of legislation on the subject of Cod Traps used in this Colony be empowered to sit and take evidence after the prorogation of the present Session and to report to the House at the next Session of the Assembly.

Mr. PARSONS gave notice that on to-morrow he will ask the Hon. Receiver General what amount (if any) has been paid Mr. Murphy, Engineer, for his services and travelling expenses to date on account of Government.

Also that on to-morrow he will ask the Hon Surveyor General if any licenses of search have been granted to employees of the Surveyor General's office to date and if so the number and also the names of those to whom granted.

Also, that on to-morrow he will ask the Chairman of the Board of Works to lay on the Table of the House copies of all leases of Imperial property to date.

Mr. GREENE gave notice that on to-morrow he will ask the Hon. the Premier—

1. For what purpose in connection with the Railway projected by Mr. Blackman's Syndicate, Mr. Murphy, C. E., of Nova Scotia, was brought to Newfoundland.

2. To explain definitely his functions and anticipated duties in the matter.

3. To state the extent (if any) to which the Joint Committee appointed in reference to the projected Railway availed of his services.

4. To state the amount paid to Mr. Murphy for his alleged services.

5. To lay on the Table of the House any report or opinion of Mr. Murphy as to the said projected Railway and if the said report or opinion were not in writing, to state the substance of the same.

6. To lay on the table any plans or specifications proffered by Mr. Murphy as to the said projected Railway.

7. If no report or opinion, plans or specification, should have been proffered by Mr. Murphy, to explain why the same were not required from him and in the event of Mr. Murphy having been paid, to explain the services for which payment was made to him.

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

TUESDAY, April 26, 1881.

Pursuant to Order of the Day, the Bill to amend the Act to provide for the Registration of Deeds, as engrossed, was read a third time.

*Ordered,---*That the Bill do pass and be entitled "An Act to amend Chapter 36, Title 9, of the Consolidated Statutes, entitled 'Of the Registration of Deeds.'" "

Ordered,—That the Hon. Attorney General 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 upon the Bill respecting the Newfoundland Railway.

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 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.

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

WEDNESDAY, April 27, 1881.

The Hon. RECEIVER GENERAL presented a petition from Herbert Smith and others, of Mortier Bay and Burin, which was received and read, praying for a grant to make a road from Landing Place Pond to Baker's Cove.

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 Bills sent up, entitled respectively, "An Act to Indemnify His Excellency the Governor for certain sums of money advanced by him from the Public Treasury for the service of the Colony ;" and "An Act to enable the Harbor Grace Water Company to extend the Capital Stock of said Company, and for other purposes ;" without amendment.

EDWARD MORRIS,

President.

Council Chamber,
27th April, 1881.

And then the Messenger withdrew.

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the further consideration of the Bill respecting the Newfoundland Railway.

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

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

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

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

THURSDAY, April 28, 1881.

Mr. KENT presented a petition from Moses Munroe and others, of St. John's, which was received and read, praying that the propositions for the construction of a Railway in Newfoundland, now under consideration of the Assembly, may be passed into Law.

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 further consideration of the Bill respecting the Newfoundland Railway.

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

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

Ordered,—That the House, at its rising, do adjourn till this day at three o'clock.

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

The House met this day pursuant to adjournment.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the further consideration of the Bill respecting the Newfoundland Railway.

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 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.

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

FRIDAY, April 29, 1881.

The Hon. ATTORNEY GENERAL gave notice that on to-morrow he will move that the Rules of the House be Suspended during the remainder of the Session.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the further consideration of the Bill respecting the Newfoundland Railway.

Mr. SPEAKER left the chair.

Mr. WATSON took the chair of the Committee.

And the Committee having sat till twelve o'clock.

SATURDAY, April 30, 1881.

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.

On motion that the Bill be read a third time to-morrow.

The Hon. Mr. WINTER moved in amendment, seconded by the Hon. SURVEYOR GENERAL,

1. That this House is of opinion that the present Bill is a departure in fundamental and vitally important points from the terms of Mr. Blackman's proposals which were referred to the Select Committee as a basis for a contract.

2. That such departures from the original proposition were against the interests of the Colony and entirely in favor of the contractors.

3. That the provisions of the present proposed contract as a whole are unjust towards the Colony and while securing to the contractors better terms than were originally stipulated for, provide no sufficient security for the due performance of the conditions on the part of the contractors, in return for the heavy subsidies in lands and money

granted and obligations undertaken by and on the part of the Colony.

4. That the effect of the acceptance of the present contract would be not only to entail upon the Colony heavy burthens and responsibilities which are certain and absolute as against advantages which are at the best but speculative, but further to expose the Colony and its people to dangers most calamitous and far-reaching in their consequences.

5. That the proposed Charter for incorporating the contractors into a Company, is both in its express terms and its omissions, in violation of the spirit of all wise legislation in relation to kindred matters, and calculated to facilitate fraudulent speculations and defeat the ends of justice.

6. That for the foregoing reasons the immediate and unqualified acceptance of this contract would be rash and unjustifiable.

7. That further in view of the fact that large and important constituencies at a distance from St. John's whose gravest interests are deeply affected by this measure have not had an opportunity of considering the same and expressing their opinions in relation thereto, it is the opinion of this House that it is desirable that further time be taken and proper measures adopted to further negotiate for an amendment of the terms of the contract in relation to those points in which it appears at present to be objectionable and defective, and, failing to obtain such amendment as will make the proposed Contract acceptable to negotiate with other parties who may be desirous of contracting.

8. That for the purpose of hearing and final action upon the result of such negotiations a postponed sitting of this Legislature should be held at such time as may be considered most convenient and expedient therefor, and that to that end such proceedings as are constitutional be taken and had.

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

For the Amendment—6.

Against the Amendment—20.

Hon. Surveyor General,

“ J. S. Winter,

Mr. Dwyer,

“ Carter,

“ Greene,

“ Goodridge,

Hon. Attorney General,

“ Receiver General,

“ A. Shea,

“ J. Rorke,

The Financial Secretary,

Mr. Watson,

“ Mackay,

“ Collins,

Dr. Skelton,

Mr. Saint,

“ Penny,

“ Norman,

“ Rice,

“ Little,

“ Kent,

“ McLaughlan,

“ Scott,

“ Nowlan,

“ Parsons,

“ O'Mara,

So it passed in the negative.

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

And Ordered accordingly.

On motion of the Hon. ATTORNEY GENERAL, pursuant to notice, seconded by the Hon. A. SHEA,

Resolved,—That the rules of the House be suspended for the remainder of the Session.

Ordered,—That the Bill respecting the Newfoundland Railway as engrossed, be 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 respecting the Newfoundland Railway."

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

Pursuant to Order of the Day the House resolved itself into Committee of the Whole on the Bill relating to the Deposit of Small Savings on the security of the Government.

Mr. SPEAKER left the chair.

Mr. NORMAN 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 was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled “An Act to Grant additional facilities for depositing Small Savings at Interest with the security of the Government for the due payment thereof.

Ordered,—That the FINANCIAL SECRETARY and Mr. McLAUGHLAN do take the Bill to the Legislative Council and desire their concurrence.

The Hon. RECEIVER GENERAL on leave granted presented a Bill to repeal the Act 43 Vic., Cap. 4, and for other purposes, which was read a first and second time.

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

The Hon. ATTORNEY GENERAL gave notice that on to-morrow he will move that a Message be sent to the Legislative Council requesting that they will be pleased to furnish this House with the amount of their Contingencies for the present Session.

Mr. MACKAY gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of Michael Downey and others, of Codroy.

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

MONDAY, May 2, 1881.

Pursuant to Order of the Day the Bill to amend the Act relating to the District Courts 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. 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 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 be engrossed and read a third time this day.

And the said Bill was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act to ex-

tend the Jurisdiction of the Central District Court and the Harbor Grace District Court, and for other purposes."

Ordered,—That the Hon. Attorney General and Mr. Kent do take Bill to the Legislative Council and desire their concurrence.

The Hon. ATTORNEY GENERAL, on leave granted, presented a Bill to confer certain Rights on Aliens, which was read a first time.

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

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 the Chairman of the Board of Works and Mr. O'Mara do take the Message to the Legislative Council.

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

TUESDAY, May 3, 1881.

The Hon. SURVEYOR GENERAL presented a petition from Patrick Nowlan and others, of St. Mary's, River Head, Salmonier, Holyrood and Peter's River, which was received and read, praying for the erection of a Light House on Point La Hayse.

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

Mr. KENT presented a petition from Patrick Ryan and others, of Logy Bay, which was received and read, praying for a grant to build a Launchway there.

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

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

By Mr. O'MARA,—

From Daniel Murran and others, of Pouche Cove.

From James Dymond and others, of the same settlement.

From Edward Neary and others, of Portugal Cove.

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

Dr. SKELTON presented a petition from John Murphy and others, of Gambo River, Bonavista Bay, which was received and read, praying for the extension of Telegraphy to that locality.

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

Dr. SKELTON gave notice that on to-morrow he will move an Address to His Excellency the Governor on the petition of J. Murphy and others, of Gambo, Bonavista Bay, North, on the subject of Telegraph communication between St. John's and Greenspond *via* Gambo.

Dr. SKELTON presented a petition from John Haddon, formerly

Inspector of Protestant Schools, which was received and read praying, for an increase in his retiring allowance.

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

The Hon. ATTORNEY GENERAL presented a petition from the Rev. Frederick R. Murray and others, of Heart's Content, which was received and read, praying that every exertion may be used to carry out the project of a Railway in Newfoundland.

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

Pursuant to Order of the Day the Bill respecting Aliens 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.

WEDNESDAY, May 4, 1881.

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

By Mr. PARSONS,—

From John Waterman and others, of Flat Rock.

By Mr. KENT,—

From Thomas Quigley and others, of Torbay.

From James Coady and others, of same settlement.

By Mr. MACKAY—

From A. McDonald and others, of St. George's and Cod Roy Valley, for a road to Port-aux-Basque.

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

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

To His Excellency Sir JOHN HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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 Michael Downey and others, of Codroy River, upon the subject of Roads from Cod Roy to Bay St. George 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY :

The House of Assembly having had under consideration the accompanying petition of J. Murphy and others, of Gambo, Bonavista Bay, North, on the subject of Telegraphic Communication to that locality, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order the reasons 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 Honourable Executive Council.

Pursuant to Order of the Day the House resolved itself into Committee of the Whole upon the Bill to Repeal the Act 43 Vic., Cap. 4. and for other purposes.

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 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 upon the Bill to confer Certain Rights on Aliens.

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 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.

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

THURSDAY, May 5, 1881.

Mr. PARSONS gave notice that on to-morrow he will ask the Hon. Surveyor General if he holds or did hold a License of Search in con-

junction with other persons for Can Island and if he has in his own name or with others, any licenses.

The Hon. Mr. SHEA presented a petition from G. H. W. Hierlihy, Preventive Officer at Bay Roberts, which was received and read, praying for an increase of salary.

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 Bills sent up, entitled severally, "An Act to amend Chapter 36 of Title 9, of the Consolidated Statutes, entitled 'Of the Registration of Deeds ;'" and "An Act to amend the Acts relating to the General Water Company," without amendment.

EDWARD MORRIS,

President.

Council Chamber,

May 4, 1881.

And then the Messenger withdrew.

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

Pursuant to Order of the Day the Bill to confer certain Rights on Aliens, as engrossed, was read a third time.

Ordered,---That the Bill do pass and be entitled "An Act to confer certain Rights on Aliens.

Ordered,—That the Hon. ATTORNEY GENERAL 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 upon the further consideration of the Bill to Repeal the Act 43 Vic., Cap. 4, and for other purposes.

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 was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act to repeal the Act passed in the forty-third year of the reign of Her

Majesty, entitled ' An Act to authorize the raising by loan of a sum of money for the construction of a Railway and for other purposes connected therewith ' and to provide for the raising by loan of a sum of money for the purposes of defraying certain expenditure in connection with the Newfoundland Railway.'

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

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

FRIDAY, May 6, 1831.

Mr. KENT presented a petition from Wm. Barnes of St. John's, which was received and read, praying compensation for loss of office as Superintendent of Fisheries in the year 1874.

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 the Bill sent up, entitled, "An Act respecting the Newfoundland Railway," without amendment.

EDWARD MORRIS,
President.

Legislative Council,
May 6, 1881.

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they have passed the Bills sent up, entitled severally "An Act to extend the Jurisdiction of the Central District Court and the Harbor Grace District Court and for other purposes;" and "An Act to confer certain rights on Aliens;" and "An Act to repeal the Act passed in the 43rd year of the reign of Her present Majesty, entitled, 'An Act to authorize the raising by loan of a sum of money for the construction of a Railway and for other purposes connected therewith' and to provide for the raising by loan of a sum of money, for the purpose of defraying certain expenditure in connection with the Newfoundland Railway," without amendment.

EDWARD MORRIS,
President.

Legislative Council,
May 6, 1881.

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.

EDWARD MORRIS,
President.

Legislative Council,
May 6, 1881.

COMMITTEE ROOM,
LEGISLATIVE COUNCIL,
May 6, 1881.

The Select Committee appointed by the Council with regard to the Printing and Contingencies, report that they have examined the Accounts of the Clerk and Usher of the Black Rod, and have considered other charges and expenses, and find them as follows :

Contingent expenses of the Clerk, four hundred and forty-one dollars and forty cents.

Contingent expenses of the Usher of Black Rod, four hundred and seventy-four dollars and twenty-five cents.

Newfoundlander Newspaper for publishing Debates, one hundred and sixty dollars.

Times, Ledger, North Star and *Standard* for copying Debates, each one hundred dollars, four hundred dollars.

Newspapers for the Council and Members during Session, one hundred and ninety-two dollars and seventy-five cents.

Miscellaneous Printing, six hundred and twenty-one dollars and sixty cents.

Salary of Clerk, including indexing and collating Journal, six hundred dollars.

Salary of Master-in-Chancery, seven hundred dollars.

Salary of Usher of the Black Rod, six hundred dollars.

Salary of Reporter, six hundred and fifty dollars.

Doorkeeper, two hundred and fifty dollars.

Assistant Doorkeeper, one hundred and fifty dollars.

Fireman, sixty-five dollars.

The President's Sessional Allowance, two hundred and forty dollars.

Ten Member's Sessional Allowance, one thousand two hundred dollars.

One Member, short attendance, sixty dollars.

Estimate of expense for Printing and Binding Journals, seven hundred dollars.

Robert Dicks, for Binding Newspapers, thirty dollars.

Respectfully submitted,

P. G. TESSIER,

Chairman.

JOHN WINTER,

E. D. SHEA,

ROBERT THORBURN,

T. TALBOT.

And then the Messenger withdrew.

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

The Hon. ATTORNEY GENERAL, from the Joint Committee of the Legislative Council and Assembly, to take evidence and report as to the Tenures of Lands contiguous to the Waters of the Harbour of St. John's, with a view to ascertaining how far it is necessary and expedient to interfere by Legislative enactment relative to the same or for the determination of the question of the water privileges that appertain to the possession of such lands for preservation and extension of the present area of Harbour accommodation in the interests of the public, presented the report which he handed in at the Clerk's Table, where it was read as follows:—

COMMITTEE ROOM,

LEGISLATIVE COUNCIL,

May 6, 1881.

The Joint Select Committee appointed by the Honourable the Legislative Council and the House of Assembly "to take evidence and report as to the Tenures of Lands contiguous to the waters of the Harbor of St. John's, with a view to ascertaining how far it is necessary and expedient to interpose by Legislative enactment relative to the same or for the determination of the question of the water-privileges that appertain to the possession of such lands and for the preservation and extension of the present area of Harbor accommodation in the interests of the Public," beg to report that the extent of the enquiry to be made by them is such that your Committee have not been enabled to obtain the information necessary to their reporting fully during the present Session of the Legislature, and they respectfully suggest the desirability of the Committee being empowered to sit during the recess

of the Legislature with a view to their reporting in the next Session thereof.

P. G. TESSIER,

Chairman.

T. TALBOT,

JAMES FOX,

W. V. WHITEWAY,

A. SHEA,

W. J. S. DONNELLY,

ROBERT J. KENT,

A. M. MACKAY,

JOS. J. LITTLE.

Ordered,—That the said report be adopted.

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

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 over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY:

The House of Assembly having had under consideration the ac-

companying petition of William M. Barnes, of St. John's, upon the subject of Compensation for loss of office, 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 Address be engrossed and presented to His Excellency the Governor by such members of this House as are of the Honourable Executive Council.

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 :—

The Select Committee beg to report that they have considered the business to them referred and came to the following Resolutions thereon :—

Resolved,—That there be paid for the publication of the Debates for the present Session, as follows :—

Proprietor of *Public Ledger*, one thousand dollars.

Proprietor of *Advocate*, copying debates, two hundred and fifty dollars.

Proprietor of *Harbor Grace Standard*, two hundred and fifty dollars.

Proprietor of *Carbonear Herald*, one hundred and twenty dollars.

Proprietor of *Twillingate Sun*, one hundred and twenty dollars.

That there be paid for Reporting the Debates, as follows :—

The Supervisor, two hundred and eighty dollars.

Four Reporters two hundred and eighty dollars each; total eleven hundred and twenty dollars.

The Proprietor of the *North Star*, for Miscellaneous printing, one thousand four hundred and eighty-one dollars.

Proprietor of *Public Ledger*, Newspapers for Members, two hundred and thirty-two dollars and fifty cents, and three hundred and one dollars and fifty cents, for balance of account 1880.

Also the following estimates for work to be done during the recess :—

Proprietor of *Public Ledger*, printing Journals, six hundred dollars.

Proprietor of *North Star*, printing Appendix of Journals, one thousand five hundred dollars.

Robert Dicks, for Binding Journals, six hundred and fifty dollars.

Balance on account of binding Journals in 1880, one hundred and twenty-two dollars.

Robert Dicks, Binding Newspapers, Session 1880, fifty dollars.

Respectfully submitted,

A. M. MACKAY,

Chairman.

P. NOWLAN,

JAMES H. WATSON.

Ordered,—That the said report be referred to the Select Committee on Contingencies.

The CHAIRMAN OF THE BOARD OF WORKS, from the Select Committee on Contingencies, presented the Report, which he handed in at the Clerk's Table, where it was read as follows,—

COMMITTEE ROOM,
HOUSE OF ASSEMBLY,
6th of May, 1881.

The Select Committee of the House of Assembly appointed to enquire into the Contingent Expenses of the present Session of the Assembly, beg leave to report that they have come to the following resolutions thereon :

To the Speaker, Members and Officers of the House of Assembly, for their services during the present Session, the sums following, namely :—

The Speaker, Nine hundred and twenty-four dollars.

The Clerk, Twelve hundred and sixty-nine dollars.

The Clerk Assistant, Six hundred dollars.

The Solicitor, Six hundred dollars.

The Sergeant at Arms, Four hundred and eighty dollars.

The Acting Sergeant at Arms, for his services during the illness of the Sergeant at Arms, One hundred and twenty dollars.

The Doorkeeper, One hundred and sixty dollars.

The Upper Doorkeeper, One hundred and forty dollars.

The Inner Doorkeeper, One hundred and forty dollars.

The Outer Doorkeeper, One hundred and sixty dollars.

The Messenger, One hundred and sixty dollars.

The Assistant Messenger, One hundred and sixty dollars.

The Fireman, Two hundred dollars.

The Reporters, viz. :—

To John Morris, Superintendent of Reports, Two hundred and eighty dollars.

Thomas Walsh, Reporter, Two hundred and eighty dollars.

J. R. McNeily, Reporter, Two hundred and eighty dollars.

George Emerson, Reporter, Two hundred and eighty dollars.

William Horwood, Reporter, Two hundred and eighty dollars.

The Proprietor of the *North Star*, for Miscellaneous printing, one thousand four hundred and eighty-one dollars.

Proprietor of *North Star*, printing Appendix of Journals, one thousand five hundred dollars.

Proprietor of *Public Ledger*, for Publishing Debates, one thousand dollars.

Proprietor of *Public Ledger*, Newspapers for Members, two hundred and thirty-two dollars and fifty cents, and three hundred and one dollars and fifty cents, for balance of account 1880.

Proprietor of *Public Ledger*, estimate printing Journals, six hundred dollars.

Robert Dicks, for Binding Journals, six hundred and fifty dollars.

Robert Dicks, balance account for binding Journals in 1880, one hundred and twenty-two dollars.

Robert Dicks, Binding Newspapers, Session 1880, fifty dollars.

The Chairman of Committees, Four hundred dollars.

To Thirty-one Members of Assembly, for their services during the present Session, viz. :—

Twenty-one Members resident in St. John's, at One hundred and ninety-four dollars each, four thousand and seventy-four dollars.

Ten Members resident in the Outports, at Two hundred and ninety-one dollars each, Two thousand nine hundred and ten dollars.

Harbor Grace *Standard*, for Copying Debates, two hundred and fifty dollars.

Carbonear *Herald*, Copying Debates, One hundred and twenty dollars.

Proprietor of *Advocate*, Copying Debates, two hundred and fifty dollars.

Proprietor Twillingate *Sun*, Copying Debates, one hundred and twenty dollars.

Charles LeMessurier, Engrossing Bills, Two hundred and thirty dollars.

The Chairman Board of Works, for proportion of Coals and Gas during Session, Two hundred and four dollars.

The Telegraph Company, for Telegrams, Three hundred and thirty-five dollars and forty-three cents.

To Mrs. Borne, for attendance during Session, One hundred and thirty-eight dollars and fifty-two cents.

To R. Dicks, Stationery, Thirty-nine dollars and seventy cents.

Mrs. Rouse, Stationery, thirty-seven dollars and forty-five cents.

Thos. McConnan, Stationery, One hundred and thirty-four dollars and thirty-five cents.

J. F. Chisholm, Stationery, Thirteen dollars and fifteen cents.

The Clerk, to defray the Contingent expenses of his Office, One thousand two hundred and eighteen dollars and ninety-one cents.

Job, Bros. and Company, Eighty-five dollars and fifty-six cents.

James Pennock, Furnace repairs, Sixty-one dollars and twenty-five cents.

James Pennock, Gas Fittings, One hundred and twenty-nine dollars and twenty-two cents.

Savings Bank, Advances prior to the opening of this Session, for Books, Labor and Stationery, Two hundred and seventy-eight dollars and twelve cents.

Savings Bank, on account of the late Miss Perchard, Librarian, quarter Salary, Fifty-seven dollars and seventy cents.

Savings Bank, for Stationery imported, Three hundred and sixty-six dollars and eighty-five cents.

Mrs. Feehan, Librarian, One hundred and eighty-four dollars and sixty-two cents, Salary to 31st December, 1880.

R. B. Holden, services on Committees and extra work, Two hundred dollars.

Thomas Cole, Cabinet Work, Forty-one dollars and forty-five cents.

J. T. O'Mara, Six dollars and eighty-five cents.

Gazette, 1880 and 1881, Forty-two dollars.

J. E. Whiteford, for Winding Clocks and Repairing, Fifty-eight dollars.

Harbor Grace *Standard*, Eight dollars.

To the *Advocate* Newspaper, Sixteen dollars.

To the *Newfoundlander* Newspaper, Twelve dollars and sixty cents.

To the *Patriot* Newspaper, Twenty-five dollars.

To the *Chronicle* Newspaper, Ten dollars.

H. M. Gibb & Co., C'lothes, Twelve dollars.

To the *Temperance Journal*, Four dollars and eighty cents.

Allen, Goudie & Co., Furnace, Eighteen dollars and seventy-five cents.

To the *Twillingate Sun* Newspaper, Four dollars.

To the *Times* Newspaper, 1880 and 1881, Twenty-five dollars and twenty cents.

To Charles Gamburg, Painting and Papering, Thirty-seven dollars.

To Samuel Garret, Mason, Sixteen dollars and forty cents.

To James Pennock, Repairing Furnace, Forty-eight dollars and twenty cents.

To Blackwood and Blair, Carpets, One hundred and ten dollars and fifty-four cents.

To J. J. Dearin, Soap, Brushes, etc., Eighteen dollars and ninety-five cents.

To Goodfellow and Co., Window Blinds, Fourteen dollars and forty-five cents.

To J. H. Martin, Fenders, Fire Irons, Thirty-four dollars and eleven cents.

To Peters and Badcock, Crape and Gloves, Twenty-five dollars and seventy cents.

To Wm, Parker, Coal Box, Nine dollars.

To W. J. Daymond, Chairs, Forty-two dollars and ninety cents.

To D. Solater and Co., Carpets, Twenty-two and eighty cents.

To J. Gleeson, Fenders, Three dollars and fifty cents.

To Mrs. Bolt, Crockery, Ten dollars and eighty cents.

To Mrs. McKenzie, Room Paper, Seventeen dollars and ninety-six cents.

To Shirran and Pippy, Bordering, Fifteen dollars.

To Thomas Bearns, Tables, Twenty-two dollars.

To Wm. Mulloney, Painting and Papering, Fifty-six dollars.

To McMurdop and Co., Hair Brushes, Five dollars and eighty-five cents.

To *Evening Telegram*, Sixteen dollars.

To J. Brian, Sundries, etc., Seventy-nine dollars and twenty-five cents.

Respectfully submitted,

J. O. FRAZER,

Chairman.

M. J. O'MARA,

GEO. SKELTON,

ALEX. J. W. McNEILY.

Ordered,—That the said report be adopted.

He also in accordance with the foregoing report, on leave granted, presented a Bill to provide for the Contingent Expenses of the Legislature, which was read a first and second time.

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

And the House resolved itself into the said Committee accordingly.

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 without amendment, 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 be engrossed and read a third time this day.

And the said Bill was read a third time accordingly.

Ordered,—That the Bill do pass and be entitled "An Act to provide for the Contingent Expenses of the Legislature."

Ordered,—That the Chairman of the Board of Works and Mr. O'Mara do take the Bill to the Legislative Council and desire their concurrence.

The SPEAKER informed the House that he had received a communication from the Hon. Colonial Secretary, stating that it is the intention of His Excellency the Governor to prorogue the present Session of the Legislature on Monday next at two o'clock.

Ordered,—That the House at its rising do adjourn till Monday next at eleven o'clock.

Then the House adjourned till Monday next, at eleven of the clock.

MONDAY, May 9, 1881.

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

Resolved,—That the Select Committee on Reporting and Printing be continued in office during the recess and until one week after the opening of the next Session of the Legislature or until the appointment of a similar Committee.

On motion of the CHAIRMAN OF THE BOARD OF WORKS seconded by Mr. O'MARA,—

Resolved,—That the present Select Committee on the Contingencies of the House be continued after prorogation and until the appointment of a similar Committee in the next Session of this House.

(A Message from the Legislative Council.)

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

MR. SPEAKER,—

The Legislative Council acquaint the House of Assembly that

they have passed the Bill sent up, entitled, "An Act to provide for the Contingent Expenses of the Legislature," without amendment.

EDWARD MORRIS,

President.

Council Chamber,

May 9, 1881.

And then the Messenger withdrew.

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

A Message from His Excellency the Governor.

At two o'clock a Message from His Excellency the Governor was delivered by W. F. Rennie Esq., the Gentleman Usher of the Black Rod.

Mr. Speaker and Gentlemen of the House of Assembly,—

His Excellency the Governor commands your immediate attendance in the Council Chamber,

Accordingly Mr. SPEAKER and the House attended His Excellency the Governor in the Council Chamber, when his Excellency was pleased, in the name of Her Most Gracious Majesty to assent to the following Bills :—

An Act for granting to Her Majesty certain duties on Goods, Wares and Merchandise imported into this Colony and its Dependencies.

An Act to repeal an Act passed in the 43rd year of the reign of Her present Majesty, entitled, "An Act to authorize the raising by loan of a sum of Money for the Construction of a Railway, and for

other purposes connected therewith," and to provide for the raising by loan of a sum of Money for the purposes of defraying certain expenditure in connection with the Newfoundland Railway.

An Act respecting the Newfoundland Railway.

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, to make provision for the protection and preservation of the same.

An Act to enable the Harbor Grace Water Company to extend the Capital Stock of the said Company, and for other purposes.

An Act to extend the Jurisdiction of the Central District Court, and the Harbor Grace District Court, and for other purposes.

An Act to amend the Acts relating to the General Water Company.

An Act to confer certain rights on Aliens.

An Act to amend Chapter 36, of Title 9, of the Consolidated Statutes, entitled "Of the Registration of Deeds."

An Act to amend the Law relating to the General Post Office.

An Act to Indemnify His Excellency the Governor for certain sums of money advanced by him out of the Public Treasury for the service 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 the 31st day of December, One Thousand Eight Hundred and Eighty-one, and for other purposes.

An Act to provide for the Contingent expenses of the Legislature.

His Excellency was then pleased to make the following Speech to both branches of the Legislature :

Mr. President and Hon. Gentlemen of the Legislative Council :

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

I am glad that the state of public business enables me to terminate a Session, the unusual duration of which must, I fear, have been attended with inconvenience to members of both Houses.

Of all the subjects of recent legislation, that of the Railway Contract, embracing the Act of Incorporation of a Railway Company, has naturally been regarded as the question of leading, and, I might almost say, all-absorbing moment. It involves an enterprise of internal progress, incomparably the greatest with which the Legislature of the Colony has yet had to deal. In estimating the magnitude of its issues and determining a relative policy, you have doubtless experienced grave anxieties and undergone no ordinary mental exertion. I have shared your sense of responsibility, and hope that the result of your labours will exercise a beneficial influence upon the future of Newfoundland, amply realizing the just aspirations of our people.

I do not fail to note that you have placed on the Statute Book several other measures comprehending objects of much public usefulness within their respective spheres of operation.

Mr Speaker and Gentlemen of the Honourable House of Assembly :

I have to thank you for the liberal appropriations you have made for the requirements of the public service. They shall be applied with due regard to economy and efficiency.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

We can now form an estimate of the result of the seal fishery of the present spring, and I am gratified to find that this valuable industry may be considered of at least fair average productiveness.

Being now about to withdraw from the discharge of those public duties which have engaged your attention, allow me to say that you will take with you my best wishes for your prosperity.

After which the Hon. the President of the Legislative Council by command of His Excellency the Governor, said,—

It is His Excellency the Governor's will and pleasure that this General Assembly be prorogued until Thursday the thirteenth day of July next, to be then here holden, and this General Assembly stands prorogued accordingly.

JOHN STUART,
Clerk House of Assembly.

END OF THIRD SESSION OF THE THIRTEENTH GENERAL ASSEMBLY.

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- 82—From M. Brian and others, Oxen Pond Road, 81.
- 83—From R. Tapper and others, Torbay, 82.
- 84—From J. Brian and others, Torbay, 83.
- 85—From C. Ladner and others, of St. John's West and Flower Hill Fire Break, 83.
- 86—From M. Dyer and others, Logy Bay, 83.
- 87—From Wm. Kirby and others, King's Cove, 86.
- 88—From A. E. Bayley and others, Amherst Cove, 86.
- 89—From D. Ryan and others, King's Cove, 86.
- 90—From N. Bramfett and others, Portland and James Cove, 86.
- 91—From W. Kelly and others, Witless Bay, 86.

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- 92—From M. Melvin and others, LaManche, 86.
- 93—From J. Magridge and others, District Bonavista, 86.
- 94—From Thomas Walsh and others, St. John's East, 87.
- 95—From George Garland and others, Caplin Cove, 87.
- 96—From George Downey and others, Scilly Cove, 89.
- 97—From J. Pynn and others, Quidi Vidi and White Hills,
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- 98—From J. Coady and others, St. John's East, 93.
- 99—From D. McCarthy and others, Outer Cove, 93.
- 100—From A. Goss and others, Torbay, 93.
- 101—From J. Wheeler and others, Tricquot's Road, 93.
- 102—From R. Cudiby and others, White Rock Pond Road, 93.
- 103—From J. Mifflin and others, Bonavista, 94.
- 104—From J. Ryan and others, Birchy Cove, 94.
- 105—From J. Roe and others, King's Cove and Bonavista Dis-
trict, 109.
- 106—From J. Keeffe and others, Brigus South, 109.

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- 107—From M. Greene and others, Placentia, 109.
- 108—From J. S. Hutchings and others, Port aux Basque,
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- 109—From M. Downey and others, St. Georges and Cod
Roy, 111.
- 110—From W. Christopher and others, Mall Bay, 111.
- 111—From T. Murphy and others, St. John's East, 116.
- 112—From P. Myrick and others, Cape Race &c., 116.
- 113—From J. St. John's and others, Conception Harbor, 116.
- 114—From S. Power and others, N. E. Placentia, 116.
- 115—From N. Parsons and others, South Side Harbor Grace,
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- 116—From Inhabitants St. John's East, 139.
- 117—From James Wheeler and others, Torbay Road, 139.
- 118—From M. Ryan and others, Torbay North, 139.
- 119—From W. Shea and others, Pouche Cove, 139.
- 120—From E. Duff and others, Holyrood, 142.

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- 121—From G. Payne and others, Methodists, Hearts Content, 142.
- 122—From J. McGrath and others, Torbay, 142.
- 123—From W. Tupper and others, Torbay, 142.
- 124—From P. Ryan and others, Torbay, 145.
- 125—From T. Murphy and others, Torbay and Outer Cove, 150.
- 126—From J. Quigly and others, Torbay, 150.
- 127—From L. Ducey and others, Bonavista Bay, 150.
- 128—From A. Malone and others, St. John's East, 154.
- 129—From M. Kelly and others, St. John's East, 154.
- 130—From P. Nowlan and others, Cout's Pond, 155.
- 131—From D. Murrán and others, Pouche Cove and Portugal Cove, 186.
- 132—From J. Waterman and others, Flat Rock, 187.
- 133—From T. Quigley and others, Torbay, 188.
- 134—From A. McDonald and others, St. George's and Cod Roy Valley, 188.

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By Mr. SAINT,—

From John Miffin and others, James Green and others, and George Churd and others, Bonavista.

From James Ryan and others, Birchy Cove.

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

The Hon. RECEIVER GENERAL presented a petition from the Rev. Wm. Boon and others of Morton's Bay, which was received and read, praying that a Ferry may be established from Bachelor's Point on the North Side, to the South Side of the Bay.

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

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

Return of Exports of Fish from Newfoundland and Labrador from the year 1860 to 1880, and from Newfoundland from 1851 to 1859.

On motion of the Hon. ATTORNEY GENERAL, seconded by Mr. LITTLE,—

Resolved,—That a Joint Select Committee of the Honorable the Legislative Council and the House of Assembly be appointed to take evidence and report as to the tenures of Lands contiguous to the waters of the Harbor of St. John's, with a view to ascertaining how far it is necessary and expedient to interfere by Legislative enactment relative to the same or for the determination of the water privileges that appertain to the possession of such lands and for the preservation and extension of the present area of harbour accommodation in the interests of the public.

Ordered,—That the Hon. Attorney General, Mr. Little, Hon. Surveyor General, Mr. Mackay, Hon. Mr. Shea and Mr. Kent, be a Select Committee to carry out the foregoing resolution.

Ordered,—That a message be sent to the Legislative Council requesting their co-operation therein.

Ordered,—That the Hon. Attorney General and Mr. Kent do take the Message and resolution to the Legislative Council.

The Hon. Mr. WINTER, pursuant to notice and leave granted, presented a Bill to provide for the appraisement and assessment of certain property in St. John's, which was received and read a first time.

Ordered,—That the said 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 HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in 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 Evans of Western Bay, upon the subject of Mail Service, respectfully request that Your Excellency will be pleased to take the same into consideration, and make such order thereon as may appear reasonable,

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Despatch on construction of. Appendix 394.

Contract as proposed with A. L. Blackman on behalf of the Syndicate. Appendix 450.

Letter of authority from Syndicate to A. L. Blackman. Appendix 523.

Charter of Railway incorporation. Appendix 509.

Letter from A. L. Blackman on employment of laborers. Appendix 524.

Confirmation of Contract by Syndicate. Appendix 524.

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- Report of Savings Bank for 1880, 26. Appendix 643.
- Report of Harbor Grace Water Co. for 1880, 26. Appendix 604.
- Report of Notre Dame Mining Co. for 1880, 26. Appendix 657.
- Report of Boot and Shoe Factory for 1880, 27. Appendix 655.
- Report of Tobacco Factory for 1880, 27. Appendix 656.
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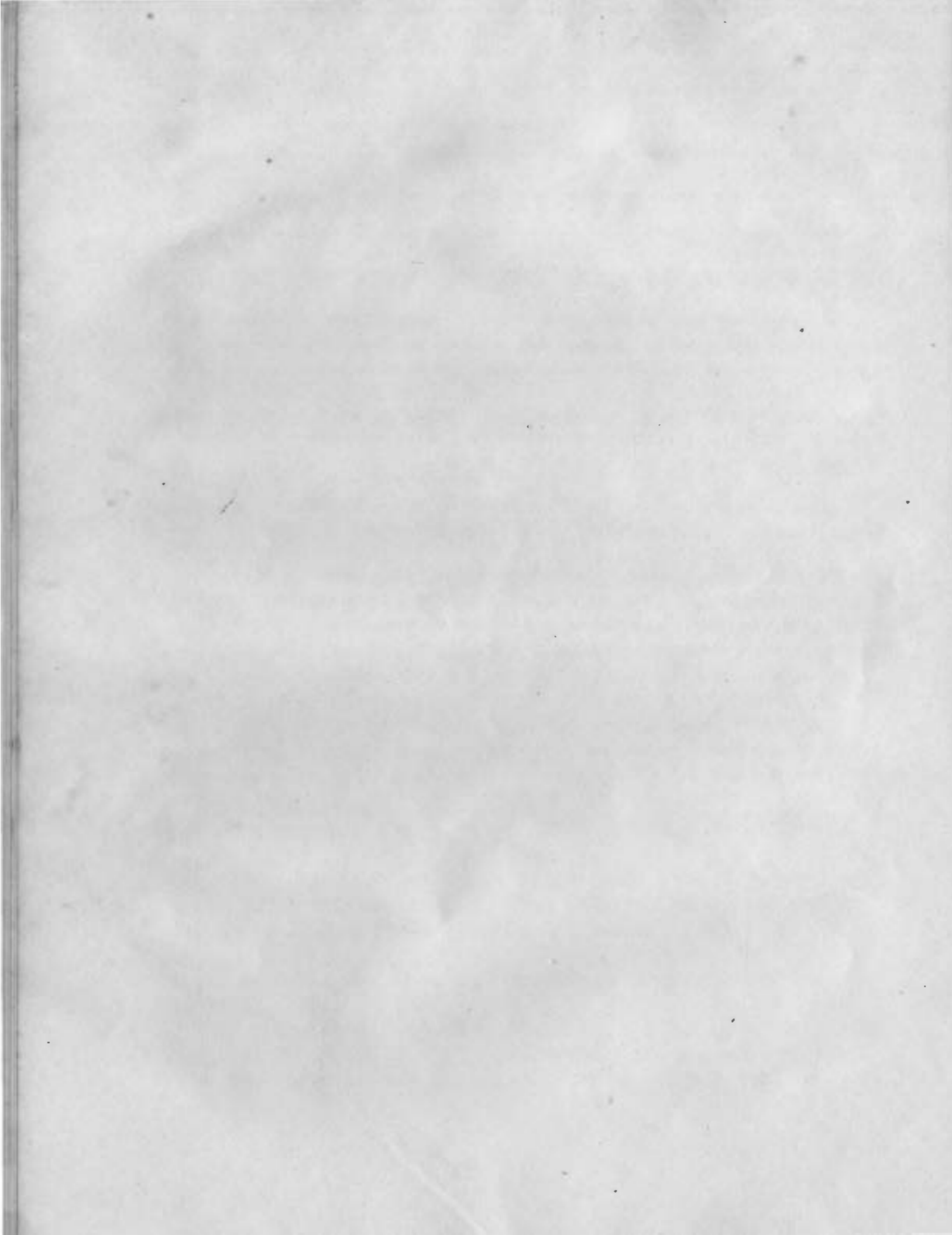
Y

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REVENUES AND PUBLIC ACCOUNTS.

Financial Statement of the Affairs of the Colony of Virginia
for the year 1784.

ESTIMATED EXPENDITURE.

APPENDIX.

The Governor	500 00
The Secretary	1 00
The Treasurer & Comptroller	500 00
Keeper of the Lodge	257 00
Post and Light	1205 00
	<hr/>

LEGISLATIVE SECRETARIES OFFICE.

The Clerk	500 00
The Secretary	1,100 00
Assistant Secretary	200 00
Other Clerks	400 00
	<hr/>

REVENUE GENERAL'S OFFICE.

The Secretary	500 00
Other Clerks	1,100 00
	<hr/>

APPENDIX

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

*Financial Statement of the Affairs of the Colony of Newfoundland
for the year 1881.*

ESTIMATED EXPENDITURE.

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.....	1,500	00
	\$15,001	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
	\$3,524	00
Forwarded.....	\$19,725	00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$3,524 00 \$19,725 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
Assistant Clerk in Landing and Tide Surveyor's Office.....	700 00
To defray the expenses of examining Invoices..	231 00
Two Lockers.....	900 00
Labrador Sub-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.....	12,079 00
Crew of Night Boat.....	1,485 00
Non-official Members of Board of Revenue....	231 00
Housekeeper.....	185 00
Incidentals.....	3,198 00
Fuel and Light.....	400 00

SUB-COLLECTORS.

Harbor Grace \$739, and 2½ per cent., not to ceed \$1,182.....	739 00
Trinity.....	800 00
Forwarded.....	\$35,526 00 \$19,725 00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward.....	\$35,526 00	\$19,725 00
SUB-COLLECTORS.—(Continued.)		
Carbonear, \$690, Greenspond, \$690.....	1,380 00	
Lapoile, \$690, Gaultois, \$550.....	1,240 00	
Twillingate, \$690, Fogo, \$690.....	1,380 00	
Betts Cove and Tilt Cove.....	690 00	
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-Nord and English Harbor.....	462 00	
St. George's Bay.....	400 00	
Bay of Islands, Bonne Bay, Flowers Cove, \$400 each.....	1,200 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	
Grand Bank.....	231 00	
Rose Blanche, \$231, Trepassey, \$231.....	462 00	
Codroy.....	120 00	
Renews, \$100, and 20 per cent. on all Duties collected.....	100 00	
Holyrood, \$100, and 20 per cent. on all Duties collected.....	100 00	
Per centage on Duties to outport Officers.....	4,000 00	
		53,382 00
Forwarded.....		\$73,107 00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$73,107 00

FINANCIAL DEPARTMENT.

The Financial Secretary..... 1,384 00
 Clerk in the Financial Secretary's office..... 800 00
2,184 00

AUDITOR OF PUBLIC ACCOUNTS.

The Auditor of Public Accounts..... 1,000 00

BOARD OF WORKS.

The Chairman..... 2,000 00
 The Secretary..... 924 00
 The Book Keeper..... 1,000 00
 Assistant Clerk..... 600 00
 Inspector of Public Buildings and Light-houses
 Clerk..... 1,200 00
 600 00
 Messenger..... 250 00
 Members of the Board of Works (4)..... 800 00
7,374 00

COLONIAL BUILDING.

The Keeper..... 300 00
 Fuel and light..... 850 00
1,150 00

CROWN LANDS.

The Surveyor General..... 2,400 00
 Draughtsman and Assistant..... 1,124 00
 Topographical Assistant..... 960 00
 Deputy Surveyor..... 600 00
 Assistant Clerk..... 240 00
 Repairs of Government House..... 3,000 00
8,324 00

Forwarded..... \$93,139 00

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$93,139 00

LEGISLATIVE CONTINGENCIES.

Estimated Amount..... 31,000 00

COURT HOUSES AND GAOLS.

Supplies..... 9,000 00

JUDICIAL DEPARTMENT.

The Chief Justice.....	5,000 00	
Two Assistant Judges.....	8,000 00	
Attorney General.....	2,400 00	
Sheriff Central District.....	1,385 00	
Sheriff Northern District.....	1,385 00	
Sheriff Southern District.....	923 00	
Bailiff Central District and Keeper of Court House.....	550 00	
Chief Clerk and Registrar Supreme Court....	1,800 00	
Chief Clerk and Registrar Northern Court....	1,100 00	
Clerk in Registrar's Office, Supreme Court....	600 00	
Stationery for Registrar's Office.....	93 00	
Crier and Tipstaff, St. John's.....	300 00	
Crown Prosecutions.....	2,000 00	
To defray expenses of Inquests.....	400 00	
Circuit of Judges and hire of Steamers.....	5,600 00	
		<u>31,536 00</u>

Forwarded..... \$164,675 00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$164,675 00

POLICE DEPARTMENT.

Two Judges, Central District Court	4,000 00
District Judge, Harbor Grace.....	1,800 00
District Judges, travelling expenses.....	600 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	
Governor of the Penitentiary.....	900 00
Turnkey of the Penitentiary.....	300 00
Two Assistants, St. John's	500 00
Keeper of Court House, Harbor Grace.....	50 00

OUTPORTS.

Eighteen Magistrates	} As per detailed statement. }	19,082 00
Four Clerks of the Peace		
Ten Gaolers		
Thirty-two Constables		
		64,702 00

FERRIES.

Estimated amount for this service.....	2,931 00
Forwarded	\$232,308 00

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$232,308 00

REPAIRS OF PUBLIC BUILDINGS.

Repairs St. John's Court House.....	1,200 00	
“ “ Penitentiary.....	450 00	
“ Outport Court Houses and Gaols.....	1,200 00	
“ Lunatic Asylum.....	1,400 00	
“ Poor Asylum.....	800 00	
“ St. John's Hospital, Qnidividi.....	250 00	
“ Custom House, St. John's.....	440 00	
“ Colonial Building.....	800 00	
“ Block House.....	100 00	
“ Factory.....	100 00	
“ Imperial Property, handed over to Newfoundland.....	800 00	
		<u>7,540 00</u>

POSTAL DEPARTMENT.

Estimated amount for this service..... 28,334 00

INTEREST ON PUBLIC DEBT.

Amount of Debenture Public Debt \$1,248,- 208.29, Interest payable half-yearly....	63,000 00	
Amount of Telegraph Loan \$102,300, on Interest from Fishery Award.....	4,603 50	
		<u>67,603 50</u>

Forwarded..... \$335,785 50

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$335,785 50

STEAM SUBSIDIES.

Coastal Steam to the Westward and Northward	52,040 00	
" to West Coast.....	4,000 00	
" to Labrador	8,000 00	
" to Conception Bay.....	8,000 00	
Postal Steam to and from Liverpool, St. John's, Halifax and America.....	65,760 00	
		137,800 00

RELIEF OF THE POOR.

The Commissioner.....	1,154 00	
Inspector	700 00	
Assistant	250 00	
District Surgeons, St. John's.....	925 00	
Gaol Surgeon, St. John's.....	185 00	
Gaol Surgeon, Conception Bay.....	139 00	
District Surgeon, Conception Bay.....	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.	95,000 00	
Servants and Paupers, Poor Asylum.....	8,000 00	
Ditto Lunatic Asylum.....	19,500 00	
Ditto St. John's Hospital....	9,500 00	
		138,377 00
Forwarded.....		\$611,962 50

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$611,962 50

PENSIONS.

E. M. Archibald, late Attorney General.....	1,615 38
B. G. Garret, " Sheriff.....	1,269 23
John Canning, " Collector.....	1,485 00
B. Sweetland, " Magistrate.....	693 00
Widow Chancey.....	185 00
Widow Buckley.....	116 00
G. H. Emerson, late Master-in-Chancery and Clerk in Legislative Council.....	1,616 00
E. L. Moore, late Landing Waiter.....	924 00
Thomas Reid, late Sub-Collector and Magis- trate, Lapoile.....	1,084 00
Harriet Oke.....	200 00
Patrick Burke.....	94 00
Miss Solomon.....	231 00
Joseph Crowdy, late Clerk in Colonial Secretary's Office.....	924 00
Sir Bryan Robinson, late Judge Supreme Court	2,667 00
Sir Hugh Hoyles, late Chief Justice.....	2,880 00
	<hr/>
	15,983 61

EDUCATION.

Education, under Consolidated Act, 39 Vic.....	88,860 00
Grant for West Coast.....	2,000 00
	<hr/>
	90,860 00
	<hr/>
Forwarded.....	\$718,806 11

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$718,806 11

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 mens' salaries, \$200 and \$180.....	380 00	
Fuel and Light.....	70 00	
Chronometer Time.....	100 00	
		550 00

ROADS AND BRIDGES.

Estimated amount for this service.....	103,000 00	
Road Service for West Coast.....	3,000 00	
		106,000 00

MISCELLANEOUS.

Printing and Stationery.....	6,500 00	
Postages, Telegrams and Incidentals.....	1,000 00	
Insurance on Public Buildings.....	1,700 00	
Unforeseen Contingencies.....	2,500 00	
St. John's Gas Company.....	2,400 00	
Harbor Grace Gas Company.....	500 00	
Shipwrecked Crews.....	2,000 00	
Dorcas Society, St. John's.....	231 00	
Ditto Harbor Grace.....	120 00	
Ditto Carbonear.....	116 00	
Forwarded.....	\$17,067 00	826,304 11

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$17,067 00 \$826,304 11

MISCELLANEOUS.—(Continued.)

St. John's Factory	462 00	
Orphan Asylum, Industrial Department.....	231 00	
Ladies St. Vincent de Paul Society, St. John's	231 00	
Ditto ditto Harbor Grace	120 00	
General Protestant Industrial Society, St. John's	462 00	
Agricultural Society, St. John's.....	1,554 00	
Ditto Conception Bay.....	462 00	
Keeper Halfway House, Salmonier.....	162 00	
In aid of cleansing St. John's Streets.....	3,000 00	
Labrador Revenue Cruiser.....	2,000 00	
Repairs Town Clock	70 00	
Geological, Mineral and Land Survey	5,500 00	
Inspector of Weights and Measures.....	93 00	
In aid of Sewerage account.....	800 00	
In aid of Water Company	167 00	
Special Vote for Public Works, \$1,333.33, per Electoral District.....	20,000 00	
Chief Examiner of Masters and Mates and Harbor Master.....	1,920 00	
Assistant Examiners and boat hire, &c.....	400 00	
To encourage Instructors Masters and Mates...	200 00	
To encourage Ship Building.....	10,000 00	
Protection of Western Herring Fishery	2,500 00	
To educate Deaf and Dumb.....	500 00	
Killing Wolves Act.....	200 00	
Board of Health and Quarantine Act.....	500 00	
Forwarded.....	\$68,601 00	\$826,304 11

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$68,601 00 \$826,304 11

MISCELLANEOUS:—(Continued.)

Registration of Jurors.....	250 00	
Bannerman Park.....	80 00	
For Coastal Wharves.....	4,000 00	
To pay extension and maintenance on New Telegraph Line.....	4,000 00	
In aid General Light Houses.....	8,000 00	
Rent of Public Offices, Athenæum Building... ..	800 00	
		<u>85,731 00</u>
		<u>\$912,035 11</u>
Balance against the Colony for the year 1880		77,825 71
		<u>\$989,860 82</u>

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATED REVENUE FOR THE YEAR 1881.

Customs, including Labrador and West Coast.....	\$900,000 00
Crown Lands	5,000 00
Postal.....	18,000 00
Licenses	7,000 00
Miscellaneous Sources.....	10,000 00
Sewerage, Account Interest.....	3,461 00
Estimated Harbor Master's dues and Examiners' fees.....	2,000 00
Interest on Fishery Award.....	29,736 78
Balance against the Colony.....	14,663 04
	\$989,860 82
	\$989,860 82

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES FOR THE YEAR 1881.

ESTIMATED EXPENDITURE.

Balance from 1880	\$1,966 14	
Long Point, Twillingate.....	1,400 00	
Cann Island, Seldom-come-by	800 00	
Offer Wadham Island.....	1,500 00	
Puffin Island, Greenspond.....	900 00	
Cape Bonavista	1,800 00	
Green Island, Catalina	1,600 00	
Fort Point, Trinity.....	200 00	
Baccalieu Island.....	1,600 00	
Harbor Grace Island.....	1,500 00	
Harbor Grace Beacon.....	450 00	
Fort Amherst.....	1,400 00	
St. John's Leading Lights	300 00	
Cape Spear Light and Alarm.....	2,900 00	
Ferryland Head	1,700 00	
Cape Pine.....	1,800 00	
Cape St. Mary's.....	2,700 00	
Dodding Head.....	1,600 00	
Brunette Island.....	1,500 00	
Garnish.....	200 00	
Belloram.....	300 00	
Rocky Point, Harbor Breton.....	200 00	
Boar Island, Burgeo.....	600 00	
Rose Blanche.....	1,100 00	
Channel Head.....	700 00	
Carbonear Island.....	800 00	
Cape St. Francis Light and Alarm.....	3,000 00	
Point Verde, Placentia.....	1,100 00	
Lamaline.....	300 00	
Pass Island	1,000 00	
Cabot Island.....	1,800 00	
Contingencies	500 00	
Mechanician's Salary \$700, Board Ex- penses \$100.....	800 00	
		<u>\$40,016 14</u>

ESTIMATES AND PUBLIC ACCOUNTS.

GENERAL LIGHT HOUSES FOR THE YEAR 1881.

ASSETS.

Estimated amount of Light Dues, for the year 1881.....	\$32,000 00
Balance against Light Houses, 31st December, 1881	8,016 14
	<u>\$40,016 14</u>

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 1881.

OUTPORTS.	Magistrates' Salaries.	Clerks of the Peace Salaries.	Constables.		Gaolers' Salaries.	Total.
			No.	Salaries.		
Twillingate.....	\$830	\$277	1	\$116		\$1,223
Fogo.....	700					700
Greenspond.....	693				\$84	777
King's Cove.....			1	93		93
Tickle Cove.....			1	56		56
Salvage.....			1	56		56
Trinity.....	830	277	2	172	116	1,395
Catalina.....			1	116		116
Bonavista.....	830				140	970
Heart's Content.....			1	56		56
Old Perlican.....	700					700
Lower Island Cove.....			1	56		56
Carbonear.....	830	600				1,430
Harbor Grace.....		700			500	1,200
Spaniard's Bay.....			1	56		56
Brigus and Port-de-Grave.....	830		2	278	60	1,168
Cats Cove.....			1	93		93
Harbor Main.....			1	93		93
South Shore.....			1	116		116
Torbay.....			1	93		93
Ferryland.....	800		1	116	140	1,056
Witless Bay.....			1	56		56
Toads Cove.....			1	56		56
Fermeuse.....			1	56		56
Brigus, South.....			1	56		56
Cape Broyle.....			1	56		56
Forwarded.....	\$7,043	\$1,854	22	\$1,846	\$1,040	\$11,783

ESTIMATES AND PUBLIC ACCOUNTS.

Detailed Statement of Salaries to Stipendiary Magistrates, Clerks of the Peace, Constables and Goalers, in the undermentioned Outports, for the year 1881.

OUTPORTS.	Magistrates' Salaries.	Clerks of the Peace Salaries.	Constables.		Goalers' Salaries.	Total.
			No.	Salaries.		
Brought forward...	\$7,043	\$1,854	22	\$1,846	\$1,040	\$11,783
Trepassey.....			1	56		56
St. Mary's.....	280		1	116		396
Placentia.....	830		1	116	140	1,086
Little Placentia.....			1	93		93
Oderin.....			1	56		56
Buria.....	800		1	116	140	1,056
Grand Bank.....	700				70	770
Lamaline.....			1	56		56
Harbor Briton.....	462		1	116	40	618
Gaultois.....			1	56		56
Burgeo.....	500					500
Channel.....	500		1	56		556
Little Bay.....	800					800
West Coast.....	1,200					1,200
	\$13,115	\$1,854	32	\$2,683	\$1,430	\$19,082

RECAPITULATION.

18 Magistrates.....	\$13,115 00
4 Clerks of the Peace.....	1,854 00
32 Constables.....	2,683 00
10 Goalers.....	1,430 00
	<u>\$19,082 00</u>

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 day of December, 1880, and the years in which the several portions of it are repayable.

Amount consolidated under Act 21st Vic., cap. 3		\$5,814.58
Ditto	ditto 22nd " " 16	89,410.71
Ditto	ditto 23rd " " 12	23,076.93
Ditto	ditto 28th " " 18	100,000.00
Ditto	ditto 29th " " 20	100,000.00
Ditto	ditto 35th " " 12	335,338.00
Ditto	ditto 37th " " 11	207,692.64
Ditto	ditto 38th " " 12	10,000.00
Ditto	ditto 38th " " 22	60,000.00
Ditto	ditto Con. Stat. cap. 61, tit. 17	40,000.00
Ditto	ditto 39th Vic., cap. 14	60,000.00
Ditto	ditto 40th " " 24	100,000.00
Ditto	ditto 41st " " 18	25,000.00
Ditto	ditto 42nd " " 21	15,192.00
		<hr/>
		\$1,171,524.86
Amount repayable in the year 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 1887.....	1,933.32
Ditto	ditto 1888.....	40,950.10
Ditto	ditto 1889.....	35,465.56
Ditto	ditto 1890.....	23,076.00
Ditto	ditto 1891.....	19,652.00
Ditto	ditto 1892.....	3,426.00
		<hr/>
		177,165.58
		<hr/>
		\$1,348,690.44
This amount borrowed from Fishery Award Fund at interest, on account erection of Telegraph Extension Lines connecting Notre Dame Bay and Bonavista Bay.....		102,300.00
		<hr/>
		\$1,450,990.44

JAMES J. ROGERSON, Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement of the Assets and Liabilities of the Colony of Newfoundland, on the 31st December, 1880.

ASSETS.

Cash in the Bank of England.....	\$4,800 00
Customs' Bonds, outstanding.....	128,159 68
Balance due by Cape Race Light House and Fog Whistle Accounts.....	4,192 52
Balance due by General Light House Account.....	1,966 14
	<hr/>
	\$139,118 34
Expenditure on Railway Survey, to be reimbursed to the Treasury.....	36,000 00
Expenditure for Grand Bank and Fortune Harbor im- provements, under Act 42nd Vic., cap. 9, to be reimbursed to the Treasury.....	2,495 81
	<hr/>
	\$177,614 15
Balance against the Colony	77,825 71
	<hr/>
	<u>\$255,439 86</u>

LIABILITIES.

Outstanding Warrants	\$8,9359 01
Outstanding Interest.....	34,552 71
Balance due the Union Bank of Newfoundland	97,604 89
Interest on Halifax Fishery Award	210 98
	<hr/>
	\$221,727 59
Unexpended Legislative Grants.....	33,712 27
	<hr/>
	<u>\$255,439 86</u>

JAMES J. ROGERSON,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement shewing the Appropriation and Investment of the sum of 29th November 1878 ; also, the sum of £3,873 5s. 1d. Sterling, Sterling, on account of the proportion due to Newfoundland of

This sum transferred to the credit of the Colony, as per Resolution of the House of Assembly of 1879, being the floating debit balance against the Colony on the 31st December, 1878.....	\$218,186 00
This sum transferred to the credit of the Colony, being the expenditure incurred in Newfoundland on account of the Halifax Fishery Commission.....	15,028 62
	\$233,214 62
This sum of £83,259 7s. 6d sterling, paid for the purchase of £80,000 sterling, Canada 4 per cent. Guaranteed Bonds, on account of the Government of Newfoundland, equal to at 20 per cent. exchange	339,645 00
This sum paid the Newfoundland Savings' Bank, and charged by way of loan to the Colony, at the rate of 4½ per cent. per annum, to defray the cost incurred in erecting Telegraph lines connecting Notre Dame Bay and Bonavista Bay, as per Resolution of House of Assembly	102,300 00
This sum invested in the Union Bank of Newfoundland, Deposit Receipt, at the rate of 4 per cent. per annum.....	244,332 00
Equal to £203,873 5s 1d. stg.	\$979,491 62
Less above sums transferred to the credit of the Colony.....	233,214 62
This amount now at the credit of the Fishery Award Account.....	\$746,277 00

 ESTIMATES AND PUBLIC ACCOUNTS.

£200,000 Sterling, received from the Imperial Treasury on the received on the 30th April, 1880, making in all £203,873 5s. 1d. Halifax Fishery Award.

Bearing Interest as under:—

\$399,645	Canada 4 per cent Bonds.....	\$15,360 00	
244,332	Union Bank 4 per cent. Deposit Receipt.....	9,773 28	
102,300	Telegraph 4½ per cent loan.....	4,603 50	
<u>\$746,277</u>		<u>\$29,736 78</u>	Yearly interest.

JAMES J. ROGERSON,
Receiver General.

St. John's, 31st December, 1880.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE FOR THE
YEAR ENDED 31ST DECEMBER, 1880.

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1879.	Legislative Votes and Special Acts 1880.	Expenditures, 1880.	Unexpended balances, 31st Dec., 1880.	Overdrawn accounts, 31st Dec., 1880.
Address, House of Assembly	\$1925 16			\$1,925 16		\$1925 16
Agricultural Society, Saint John's			\$1,554 00	1,121 50	\$432 50	
Agricultural Society, Conception Bay			462 00	462 00		
Automatic Buoy, Trepassey			2,250 00	2,555 61		305 61
Bank Fishery			10,902 67	10,902 67		
Bannerman Park				80 00		80 00
Board of Works, Contingencies				481 95		481 95
Board of Health and Quarantine Act			591 72	591 72		
Bonavista Breakwater		\$844 42		844 42		
Carbonear Rebuilding Act			201 05	201 05		
Circuit Courts			5,600 00	6,676 80		1,076 80
Civil and Criminal Prosecutions			2,000 00	3,044 32		1,044 32
Coastal Wharves			6,000 00	6,000 00		
Constabulary			35,900 00	36,544 66		644 66
Court Houses and Gaols			9,000 00	9,414 14		414 14
Crown Lands' Act, 7 Victoria			12,894 05	12,894 05		
Dorcas Society, Carbonear			116 00	116 00		

ESTIMATES AND PUBLIC ACCOUNTS

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Dorcas Society, Harbor Grace	120 00	120 00	
Dorcas Society, St. John's	231 00	231 00	
Education Act, 39 & 40 Vic.	84,395 05	84,395 05	
Education Act, Pupil Teachers, viz.:			
Church of England	226 61	1,466 67	1,077 62
Congregational	57 66	12 80	15 66
Methodist	191 55	930 58	70 46
Roman Catholic	1,416 32	1,085 50	36 63
Education, West Coast		1,386 84	1,653 48
Educational Boards on account of loan, 38 Vic., cap. 22, sec. 4:		2,000 00	2,000 00
Church of England	632 74		199 60
Roman Catholic	1,388 63		433 14
Education Deaf and Dumb		500 00	146 92
Encouragement of Teachers, viz.:		500 00	1,241 71
Church of England		722 30	388 00
Congregational		6 29	6 00
Methodist		458 28	248 00
Presbyterian		13 09	210 28
Roman Catholic		799 77	13 09
Other Religious bodies		27	571 77
Election Expenses, 1880, & Registration of Voters			27
Encouragement of Ship building			350 00
Executive Responsibility			61 00
Fuel and Light, Colonial Building			
	14,896 00	14,896 00	
		4,382 80	4,382 80
	850 00	741 44	108 56

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE FOR THE
 YEAR ENDED 31st DECEMBER, 1880.

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1879.	Legislative Votes and Special Acts, 1880.	Expenditures, 1880.	Unexpended balances, 31st Dec., 1880.	Overdrawn accounts, 31st Dec. 1880.
Fuel and Light, Custom House.....			\$400 00	\$344 39	\$55 61	
Fuel and Light, Government House.....			1,500 00	2,192 37		\$692 37
Geological Survey.....		\$33 52	5,500 00	5,219 57	313 95	
Grand Bank Beacon.....			1,000 00		1,000 00	
Grand Bank Pier and Fortune Harbor improvements.....				600 00		600 00
Harbor Master's Office.....				1,895 81		1,895 81
Home Industries.....		2,500 00	700 00	328 93	371 07	
Hospitals.....		10 17	9,500 00	9,338 96	171 21	
Inquests.....			400 00	377 29	22 71	
Instruction in Navigation.....			300 00	161 00	139 00	
Insurance on Public Buildings.....			1,700 00	1,582 91	117 09	
Labrador Account.....			2,500 00	1,828 73	671 27	
Legislative Contingencies, 1879.....				1,266 10		1,266 10
Legislative Contingencies, 1880.....			29,845 92	30,573 99		728 07
Lighting Harbor Grace streets.....			500 00	500 00		

ESTIMATES AND PUBLIC ACCOUNTS.

Lighting St. John's streets.....		\$2,400 00	\$2,216 30	\$183 70	
Light House, Harbor Grace.....	\$4,000 00			4,000 00	
Lunatic Asylum.....		19,500 00	19,780 54		\$280 54
Miscellaneous Votes in Supply.....		3,217 00	3,167 00	50 00	
Noon and Fog Gun, and Repairs of Block House... }		1,698 00	1,602 38	95 62	
Orphan Asylum, Industrial Department.....		231 00	231 00		
Poor Asylum.....		8,500 00	7,946 37	553 63	
Poor in Factory.....		462 00	462 00		
Postages and Incidentals.....		1,000 00	814 85	185 15	
Postal Department.....		27,320 00	30,127 98		2,807 98
Printing and Stationery.....		6,500 00	7,767 18		1,267 18
Protection of Fisheries.....		2,500 00	2,425 80	74 20	
Protestant Industrial Society.....	462 00	462 00	924 00		
Public Works, Bay-de-Verde.....	1,568 43	2,333 33	2,712 81	1,188 95	
Do. Bonavista.....	318 38	2,333 33	2,651 71		
Do. Burgeo and Lapoile.....	510 40	2,333 33	930 46	1,913 27	
Do. Burin.....		2,333 33	2,333 33		
Do. Carbonear.....	2,290 09	2,333 33	3,391 72	1,231 70	
Do. Ferryland.....	412 41	2,333 33	2,745 74		
Do. Fortune Bay.....	516 80	2,333 33	2,099 35	750 28	
Do. Harbor Grace.....		2,333 33	1,286 00	1,067 33	
Do. Harbor Main.....		2,333 33	2,333 33		
Do. Placentia and St. Mary's.....	73 07	2,333 33	2,185 80	220 60	
Do. Port-de-Grave.....	664 64	2,333 33	999 62	1,998 45	

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

**FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE FOR THE
YEAR ENDED 31st DECEMBER, 1880.**

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1879.	Legislative Votes and Special Acts 1880.	Expenditures, 1880.	Unexpended balances, 31st Dec., 1880.	Overdrawn accounts, 31st Dec., 1880.
Public Works, Saint John's						
East.....			\$2,333 33	\$2,333 33		
Do. Saint John's						
West.....			2,333 33	2,333 33		
Do. Trinity.....		\$1,111 65	2,333 33	1,480 68	\$1,964 30	
Do. Twillingate & Fogo		1,919 75	2,333 33	2,431 57	1,821 51	
Railway Survey.....				36,000 00		36000 00
Registration of Jurors.....			264 82	264 82		
Relief of Poor			95,000 00	102,164 48		7,164 48
Rent of Public Offices.....			800 00	800 00		
Repairs Colonial Building			1,000 00	1,919 88		919 88
Do. Court Houses and Gaols			2,000 00	1,210 12	789 88	
Do. Outport do.			1,200 00	2,039 64		839 64
Do. Custom House, St. John's			1,000 00	498 14	501 86	
Do. Custom House, Harbor Grace			150 00	76 97	73 03	
Do. Drill Shed.....			150 00	209 57		59 57
Do. Hospital			500 00	558 90		58 90
Do. Imperial Buildings.....			1,000 00	1,145 66		145 66

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Repairs Kerosene Oil Store.....		40 00		40 00	
Do. Lunatic Asylum.....		2,400 00	2,590 94		190 94
Do. Poor Asylum		1,600 00	1,058 38	541 62	
Do. Queen's Wharf		3,000 00	2,814 52	185 48	
Do. Town Clock		70 00	70 00		
Retiring Allowances.....		14,632 04	14,632 04		
Road Act, 37 to 43 Victoria.....	6,198 25	102,422 80	102,523 66	6,097 39	
Roads, West Coast.....	1,315 35	3,000 00	4,437 52		122 17
Salaries, Miscellaneous		51,302 00	49,226 96	2,075 04	
Do. Special... ..		48,629 67	48,629 67		
Sanitary Act.....		4,000 00	4,000 00		
Sandy Point Beacon.....		600 00		600 00	
Sewerage.....		800 00	800 00		
Sheep Preservation Act.....			111 34		111 34
Sheep Raising		1,000 00		1,000 00	
Shipwrecked Crews		4,000 00	1,630 60	2,369 40	
St. John's Rebuilding Act....		520 67	520 67		
St. Vincent de Paul Society, Harbor Grace		120 00	120 00		
St. Vincent de Paul Society, St. John's.....		231 00	231 00		
Steam, Coastal.....		52,040 00	54,090 00	2,050 00	
Do. Conception Bay		8,000 00	8,000 00		
Do. Labrador		7,000 00	8,650 00		1,650 00
Do. Ocean		65,760 00	64,320 00	1,440 00	
Do. West Coast.....		4,000 00	3,600 00	400 00	
Telegraph Maintenance.....		7,000 00	8,300 00		1,300 00
Unforeseen Contingencies.....		2,500 00	2,524 18		24 18
Water Company, St. John's...		167 00	167 00		
Weights and Measures Act....		93 00	121 00		28

ESTIMATES AND PUBLIC ACCOUNTS.

FINANCIAL SECRETARY'S CONSOLIDATED STATEMENT OF EXPENDITURE FOR THE
YEAR ENDED 31ST DECEMBER, 1880.

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1879.	Legislative Votes and Special Acts, 1880.	Expenditures, 1880.	Unexpended balances, 31st Dec., 1880.	Overdrawn accounts, 31st Dec. 1880.
West Coast Expenditure.....			\$2,700 00	\$25 00	\$2,675 00	
Wolf Act.....			72 00	72 00		
In aid of General Light Houses.....			9,000 00	9,000 00		
Interest on Telegraph Lines.....			4,603 50	4,603 50		
	\$1925 16	\$28,662 34	\$863,501 96	\$916,604 77	\$46,528 78	70969 25
Fishery Award						
Interest Account \$30,000						
Less as under:						
15 Districts, \$1,000 each, as appearing under Public Works	15,000		15,000 00			
Bonavista Breakwater.....				1,000 00		
Coal Boring.....				3,285 08	214 92	

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Burin Main Lines				\$2,000 00		
Flamboro' Head Road.....				500 00		
Road, Renew's to Tre'passey.....				4,000 00		
Road, Chapel Arm to Long Harbor.....				2,000 00		
Road, Channel to Cape Ray.....				1,000 00		
Southern Gut Bridge.....				1,000 00		
	\$1925 16	\$28,662 34	\$878,501 96	\$931,389 85	\$46,743 70	70969 25
Cape Race Light House and Alarm				10,056 45		
General Light Houses.....				40,786 19		
Total amount of Warrants issued				\$982,232 49		

Financial Secretary's Office,
 St. John's, Newfoundland,
 31st December, 1880.

F. WINTON,
Financial Secretary.

ESTIMATES AND PUBLIC ACCOUNTS.

N.B.—The undermentioned sums have been dropped from Credit Balances, by the direction of the Government:—

Fuel and Light, Colonial Building	\$108 56
Fuel and Light, Custom House.....	55 61
Harbor Master's Office.....	371 07
Hospitals	171 21
Inquests.....	22 71
Insurance on Public Buildings.....	117 09
Instruction in Navigation.....	139 00
Labrador Account.....	671 27
Miscellaneous Votes in Supply.....	50 00
Noon and Fog Gun, and repairs of Block House.....	95 62
Poor [Asylum.....	553 63
Postages and Incidentals.....	185 15
Protection of Fisheries.....	74 20
Repairs Court Houses and Gaols.....	789 88
Repairs Custom House, St. John's.....	501 86
Repairs Custom House, Harbor Grace.....	73 03
Repairs Kerosene Oil Store	40 00
Repairs Poor Asylum.....	541 62
Repairs Queen's Wharf.....	185 48
Salaries, Miscellaneous.....	2,075 04
Shipwrecked Crews.....	2,369 40
Steam, Ocean	1,440 00
Steam, West Coast	400 00
West Coast Expenditure.....	2,000 00
	<hr/>
	\$13,031 43
Amount to be carried to new Account of 1881.....	<u>33,712 27</u>

Financial Secretary's Office,
St. John's, Newfoundland,
31st December, 1880.

F. WINTON,
Financial Secretary.

Examined and found correct,
THOMAS GLEN,
Auditor of Public Accounts.

ESTIMATES AND FINANCIAL STATEMENTS

Balance Sheet of the Treasury Department	1907
Assets	
Gold and silver coin and notes	1,000,000,000
United States bonds	500,000,000
Treasury notes	200,000,000
Cash on hand	100,000,000
Accounts receivable	50,000,000
Other assets	50,000,000
Liabilities	
Accounts payable	100,000,000
Accounts receivable	100,000,000
Other liabilities	100,000,000

TREASURY ACCOUNTS.

Assets	1,000,000,000
Gold and silver coin and notes	1,000,000,000
United States bonds	500,000,000
Treasury notes	200,000,000
Cash on hand	100,000,000
Accounts receivable	50,000,000
Other assets	50,000,000
Liabilities	
Accounts payable	100,000,000
Accounts receivable	100,000,000
Other liabilities	100,000,000

ESTIMATES AND PUBLIC ACCOUNTS.

*Dr.**Balance Sheet of the Receiver General's*

Cash in the Bank of England.....	\$4,800 00
Customs' Bonds Outstanding.....	128,159 68
Cape Race Light House and Fog Whistle Account, per folio 6.....	4,192 52
General Light House Account, per folio 3.....	1,966 14
	<hr/>
Assets	\$139,118 34

Revenue and Expenditure, being excess of Liabilities over Assets.....	82,609 25
--	-----------

Public Debt as per Contra, per account folio 2	1,450,990 44
--	--------------

Canada 4 per cent. guaranteed bonds.....	399,645 00
Union Bank of Newfoundland, 4 per cent. in- terest.....	244,332 00
New Telegraph Extension Lines, 4½ per cent. Interest.....	102,300 00
	<hr/>
	746,277 00

Total Debtors.....	<hr/> <hr/> \$2,418,995 03
--------------------	----------------------------

- TREASURY ACCOUNTS.

Accounts, on the 31st December, 1880.

Cr

Outstanding Warrants.....		\$89,359 01
Outstanding Interest		34,552 71
Union Bank of Newfoundland (balance due)...		97,604 89
Interest on Halifax Fishery Award, per folio 7		210 98
		<hr/>
Liabilities.....		\$221,727 59
Debentures issued, viz.:		
St. John's Re-building Act, Consolidated Statute, Cap. 80.....	\$6,242 42	
Carbonear Street Act, Consolidated Statute, Cap. 82.....	1,692 20	
Harbor Grace Street Act, Consolidated Statute, 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 Sewerage	69,230 96	
" 28th " " 18, Consolidated Stock	100,000 00	
" 29th " " 20, " "	100,000 00	
" 31st " " 15, Consolidation of Debt.....	100,000 00	
Consolidated Statute, Cap. 56, Title 16.....	335,338 00	
" " " 61, Saint 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	
" 40th " " 24, Consolidation of Debt.....	100,000 00	
" 41st " " 18, Public Service.....	25,000 00	
" 42nd " " 21, Consolidation of Debt.....	15,192 00	
		<hr/>
Carried forward.....		1,348,690 44

TREASURY ACCOUNTS.

Dr.

Balance Sheet of the Receiver General's

Carried forward.....	\$2,418,995 03
Total Debtors.....	<u>\$2,418,995 03</u>

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.

TREASURY ACCOUNTS.

Accounts, on the 31st December, 1880.

Cr.

Carried forward.....	\$1,348,690 44	
Loan to the Colony from Fishery Award, for erection of Telegraph lines connecting Notre Dame and Bonavista Bays.....	102,300 00	
		1,450,990 44
Halifax Fishery Award, as per Contra.....		746,277 00
Total creditors.....		<u>\$2,418,995 03</u>

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

ESTIMATES AND PUBLIC ACCOUNTS.

Dr. *Statement of Public Debt*

1879.		
Dec. 31.—To balance.....		\$1,451,290 44
		\$1,451,290 44

THOMAS OLIN,
Auditor of Public Accounts.
Secretary General.

TREASURY ACCOUNTS.

Account, for the year 1880.

Cr.

1880.		
Oct. 27—By Debenture, No. 460, due 30th August, 1880, under St. John's Rebuilding Act, paid off under Consolidated Statute, Title 23, Cap. 80.....		\$300 00
Dec. 31— " Balance, as per Balance Sheet....	1,450,990	44
		<u>\$1,451,290 44</u>

JAMES J. ROGERSON,
Receiver General.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

JAMES J. ROGERSON,
Receiver General.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

TREASURY ACCOUNTS.

Dr.

Statement of Cape Race

1880.		1881.
Jan. 2—To balance.....		\$5,987 43
Dec. 30— " Warrants issued.....		10,056 45

DAMES J. ROBERTSON
Treasurer General

THOMAS GLEN
Auditor of Public Accounts

\$16,043 88

 TREASURY ACCOUNTS.

 Light House Account.

Cr.

1880.		
May 24—	By amount received from the Chairman of the Board of Works, being a repayment from John Sheppard for overcharge in voucher No. 34, Sept. 2nd, 1878	\$2 00
Nov. 8.—	“ Amount received from the Customs’ Department for Cape Race Light tolls collected, for the year ended 30th Sept., 1880, £37 6s. 7d. stg.....	179 18
“	“ Amount received from the Board of Trade, London, for the maintenance of the Light House and Steam Fog Whistle, for one year and three months, ended 30th Sept., 1880, £2,431 5s. 9d. stg	11,670 18
		<u>11,851 36</u>
Dec. 31—	“ Balance, as per Balance Sheet	4,192 52
		<u>\$16,043 88</u>

JAMES J. ROGERSON,
Receiver General.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

ESTIMATES AND PUBLIC ACCOUNTS.

Dr.

Statement of General

1880.		
Jan. 2	—To balance.....	\$1,271 04
Dec. 31	— “ Warrants issued.....	40,722 14
“ “	“ “ Transfer of this amount for Cabot Island Light House erec- tion, being included in Miscel- laneous Warrants, Nos. 9 and 16, January 21 and February 4	64 05
		<u>40,786 19</u>
		<u>\$42,057 23</u>

JAMES T. ROBERTSON

Assistant Comptroller

Examined and found correct

THOMAS CLEN

Director of Public Accounts

TREASURY ACCOUNTS.

Light House Account.

Cr.

1880.

Feb. 9—	By amount received from P. Habert, J.P., Harbor Briton, being a fine collected under Light House Act, for refusal to pay Light Dues	\$20 00	
Dec. 31—	“ Amount of Light Dues collected in the Customs’ Department, for the year ended 31st December, 1880	31,071 09	
“ “	“ This amount transferred to the credit of General Light Houses, being voted in Supply Bill, 1880, in aid of General Light Houses	9,000 00	
			40,091 09
“ “	“ Balance as per Balance Sheet...		1,966 14
			<u>\$42,057 23</u>

JAMES J. ROGERSON,
Receiver General.

Examined and found correct,

THOMAS GLEN,
Auditor Public Accounts.

TREASURY ACCOUNTS.

*Dr.**Statement of Interest on*

1880.		
Dec. 31—	To expenditure for Coal boring for the year, as per Financial Secretary's Statement.....	\$3,285 08
" "	" Expenditure for Public Works, fifteen Districts at \$1,000 each, as per Financial Secretary's Statement	15,000 00
" "	" Expenditure for road, Renews to Trepassey, as per Financial Secretary's Statement	4,000 00
" "	" Expenditure for road, Burin to Grand Bank, Grand Bank to Garnish, and Burin to Mortier Bay, as per Financial Secretary's Statement	2,000 00
" "	" Expenditure for road, Chapel Arm to Long Harbor, as per Financial Secretary's Statement	2,000 00
" "	" Expenditure for road, Channel to Cape Ray, as per Financial Secretary's Statement.....	1,000 00
" "	" Expenditure for breakwater in Bonavista, as per Financial Secretary's Statement.....	1,000 00
	Brought forward.....	<u>\$28,285 08</u>

 TREASURY ACCOUNTS.

Halifax Fishery Award.

Cr.

1879.		
Dec. 31—	By balance.....	\$330 56
1880.		
June 30—	“ Six months' interest on \$240,769 invested in the Union Bank of Newfoundland, at 4 per cent. per annum.....	\$4,815 57
Dec. 31—	“ Six months' interest on \$244,332 invested in the Union Bank of Newfoundland, at 4 per cent. per annum	4,886 63
“ “	“ One year's interest to 1st Octo- ber, 1880, on \$399,645, equal to £33,259 7s. 6d. sterling, paid for £30,000 sterling, Canada 4 per cent. Guaranteed Bonds.....	15,360 00
“ “	“ One year's interest on \$102,300, on loan to the Colony, at 4½ per cent. for Telegraph Extension Lines, connecting Notre Dame Bay and Bonavista Bay.....	4,603 50
		<u>29,665 50</u>
	Carried forward.....	<u>\$29,996 06</u>

ESTIMATES AND PUBLIC ACCOUNTS.

*Dr.**Statement of Interest on*

1880.			
	Brought forward.....		\$28,285 08
Dec. 31.—	Expenditure to alter main line of road at Flamborough Head, near Lower Island Cove, as per Financial Secretary's Statement	\$500 00	
" "	" Expenditure to rebuild bridge at Southern Gut, as per Financial Secretary's Statement.....	1,000 00	
			29,785 08
" "	" Balance, as per Balance Sheet ...		210 98
			<u>\$29,996 06</u>

TREASURY ACCOUNTS.

Halifax Fishery Award.

Cr.

1880.

Brought forward..... \$29,996 06

\$29,996 06

JAMES J. ROGERSON,

Receiver General.

Examined and found correct,

THOMAS GLEN,

Auditor Public Accounts.

 TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1879.

Dec. 31.—To Balance in Treasury, viz.:		
In Cash.....	\$54,727	56
In Bonds.....	119,005	95
		<u>\$173,733 51</u>

CUSTOMS' REVENUE.

1880.

Dec. 31.—To Amount received from the Customs' Department on account of General Revenue, for the year ended 31st Dec., 1880, viz.:		
In Cash.....	395,290	02
In Bonds.....	407,620	99
		<u>\$802,911 01</u>

LIGHT DUES.

“ “ “ Amount received from the Customs' Department on account of General Light Houses, for the year ended 31st Dec., 1880.....	31,071	09
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HARBOR MASTER'S DUES.

“ “ “ Amount received from the Customs' Department on account of Harbor Master's Dues, for the year ended 31st Dec., 1880.....	1,877	00
--	-------	----

Total amount received from the Customs' Department		<u>835,859 10</u>
Carried forward.....		<u>\$1,009,592 61</u>

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By Outstanding Warrants	\$117,718 82
“ “ “ Outstanding Interest.....	34,660 75
	\$152,379 57



Carried forward.....

\$152,579 57

ESTIMATES AND PUBLIC ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward.....

\$1,009,592 61

CERTIFICATES TO MASTERS AND MATES.

Dec. 31.—To amount received from Hon. E. D. Shea, Colonial Secretary, for fees, for the year ended 31st December, 1880.....

135 00

CROWN LANDS.

“ “ “ Amount received from W. J. S. Donnelly, H. M. Surveyor General, for fees of office, for the year ended 31st Dec., 1880.....

3,026 00

“ “ “ Amount received from William M. Barnes, for Crown rents collected for the year ended 31st December, 1880.....

1,372 07

“ “ “ Amount received from William M. Barnes, for Crown rents collected for the year 1879.....

12 26

 4,410 33
TIMBER LANDS.

“ “ “ Amount received from Laurence Barron, Sub-collector, Bay of Islands, for Timber dues collected for the year 1880.....

193 65

 Carried forward.....

 \$1,014,331 59

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

1880

1881

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward.....

\$1,014,331 59

POSTAL REVENUE.

Dec. 31—To amount received from John De-
laney, Postmaster General, on
account of Postal Revenue, for
the year ended 31st Dec., 1880.

17,300 00

SAINT JOHN'S HOSPITAL.

“ “ “ Amount received from John H.
Noonan, being for Hospital Dues
collected in the Customs' Depart-
ment for one year and three
months, ended 31st Dec., 1880

392 96

“ “ “ Amount received from James O.
Fraser, Chairman of the Board
of Works, being for fees col-
lected for the year ended 31st
December, 1880.....

981 48

 1,374 44
LUNATIC ASYLUM.

“ “ “ Amount received from James O.
Fraser, Chairman of the Board
of Works, being for fees col-
lected for the year ended 31st
December, 1880.....

628 00

Carried forward.....

 \$1,033,634 03

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

(Faint, mirrored text from the reverse side of the page, including phrases like 'SHIPPING FEES', 'BLACK HOUSE FEES', and 'Amount received from...')

Carried forward.....

\$152,379 57

ESTIMATES AND PUBLIC ACCOUNTS.

Dr. *The Receiver General of Newfoundland*

1880. 1878
 To amount brought forward..... \$1,033,634 03

INFLAMMABLE OIL STORE FEES.

Dec. 31—To amount received from James O. Fraser, Chairman of the Board of Works, being for fees collected for the year ended 31st December, 1879 260 69

BLOCK HOUSE FEES.

“ “ “ Amount received from James O. Fraser, Chairman of the Board of Works, being for fees collected for the year ended 31st December, 1880..... 154 00

SHERIFF'S FEES.

“ “ “ Amount received from Thomas Talbot, Sheriff of the Central District, for fees of office for the year ended 25th Dec., 1880 111 25

CLERK OF COURT FEES.

“ “ “ Amount received from P. Emerson, Chief Clerk and Registrar of the Supreme Court, for fees of office for the year ended 31st December, 1880..... 1,018 65

To amount carried forward..... \$1,035,158 62

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.		1880.
\$1,000,000.00	To amount brought forward.....	
	Dec. 31—By amount brought forward.....	\$152,379 57
	CLERKS OF THE PEACE FEE.	
	Amount received from H. W. Lilly, Esq. for fees of office for the year ended 31st December, 1880.....	61 00
	Amount received from H. W. Traquell, Harbor Grace, for fees of office for one year and six months, ended 31st December, 1880.....	02 30
	Amount received from Joseph Mackey, Carbonara, for fees of office for the year ended 31st December, 1880.....	82 50
	Amount received from William S. Green, Trinity, for fees of office for the year ended 31st December, 1880.....	83 74
	Carried forward.....	\$152,379 57

TREASURY ACCOUNTS.

Dr. *The Receiver General of Newfoundland*

1880.	To amount brought forward.....	\$1,035,158 62
	CENTRAL DISTRICT COURT FEES.	
Dec. 31—	To amount received from R. R. W. Lilly, Clerk of the Peace, St. John's, for fees of office, for the year ended 31st December, 1880	153 25
	CLERKS OF THE PEACE FEES.	
" "	" Amount received from R. R. W. Lilly, St. John's, for fees of office, for the year ended 31st Dec., 1880.....	62 60
" "	" Amount received from H. W. Trapnell, Harbor Grace, for fees of office for one year and six months, ended 25th December, 1880.....	98 35
" "	" Amount received from Joseph Mackey, Carbonear, for fees of office, for the year ended 25th December, 1880	32 50
" "	" Amount received from William S. Green, Trinity, for fees of office, for the year ended 31st December, 1880	33 74
	Carried forward.....	<hr/> \$227 19 1,035,311 87

TREASURY ACCOUNTS.

In Account Current with the Colony.

Cr.

1879.

.0385

Dec. 31—By amount brought forward.....

\$152,379 57

(Faint, mirrored text from the reverse side of the page, including phrases like 'Amount received from...', 'for the year ended...', and 'John's being amount collected...')

Carried forward.....

\$152,379 57

 ESTIMATES AND PUBLIC ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.	To amount brought forward.....	\$227 19	\$1,035,311 87
CLERKS' OF THE PEACE FEES.—(Continued.)			
Dec. 31—	To amount received from David Candow, J.P., Bonavista, for fees of office, for the year ended 25th December, 1880	10 40	
“ “	“ Amount received from Abraham A. Pearce, Twillingate, for fees of office, for the year ended 25th December, 1880	65 00	
“ “	“ Amount received from David O'Mara, J.P., Ferryland, for fees of office, on account for the year 1880.....	2 80	
“ “	“ Amount received from Captain Howarth, R.N., J.P., Bay of Islands, for fees of office, for the half year ended 30th June, 1880	5 25	
		310 64	
FINES AND FORFEITURES.			
“ “	“ Amount received from R. R. W. Lilly, Clerk of the Peace, St. John's, being amount collected for the year ended 31st December, 1880.....	375 97	
	Carried forward.....	\$375 97	1,035,622 51

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

Carried forward.....

\$152,379 57

 TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.	To amount brought forward.....	\$375 97	\$1,035,622 51
FINES AND FORFEITURES.—(Continued.)			
Dec. 31.—	To amount received from H. W. Trapnell, Clerk of the Peace, Harbor Grace, being amount collected for one year and six months, ended 25th December, 1880.....	318 63	
“ “	“ Amount received from Joseph Mackay, Clerk of the Peace, Carbonear, being amount collected for the year ended 25th December, 1880.....	150 00	
“ “	“ Amount received from John Wilcox, J.P., Brigus, being amount collected for the year ended 25th December, 1880....	6 50	
“ “	“ Amount received from William Christian, J.P., Old Perlican, being amount collected for the year ended 25th December, 1880.....	17 00	
“ “	“ Amount received from William S. Green, Clerk of the Peace, Trinity, being amount collected for the year ended 25th December, 1880.....	12 00	
	Carried forward.....	\$880 10	1,035,622 51

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

Carried forward.....
16

\$152,379 57

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$880 10¢ 1,035,622 51

FINES AND FORFEITURES.—(Continued.)

Dec. 31.—	To amount received from David Candow, J.P., Bonavista, being amount collected for the year ended 25th December, 1880.....	25 85
“ “ “	Amount received from Abraham A. Pearce, Clerk of the Peace, Twillingate, being amount collected for the year ended 25th December, 1880.....	218 07
“ “ “	Amount received from John B. Blandford, J.P., Little Bay, being amount collected for the year ended 25th December, 1880....	114 95
“ “ “	Amount received from James Fitzgerald, J.P., Fogo, being amount collected for the year ended 31st December, 1880.....	34 65
“ “ “	Amount received from James Harney, J.P., St. Mary's, being amount collected on account year 1880.....	11 00
“ “ “	Amount received from James Moran, J.P., Burin, on account the year 1879.....	24 00
	Carried forward.....	\$1,308 62¢ 1,035,622 51

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$1,308 62 \$1,035,622 51

FINES AND FORFEITURES.—(Continued.)

Dec. 31—	To amount received from James Hippisley, J.P., Burin, for quarter ended 30th September, 1880	82 50
“ “ “	Amount received from Philip Hubert, J.P., Harbor Breton, being fines collected on Herring Fishery Protection Service, in the year 1879.....	103 90
“ “ “	Amount received from John Casey, Commissioner of the Poor, St. John's, being for two fines imposed by John B. Blandford, J.P., Little Bay.....	200 00
“ “ “	Amount received from John Bemister, Sheriff of the Northern District, for a fine collected by order of the Supreme Court on Circuit.....	4 00
“ “ “	Amount received from George Simms, J.P., Grand Bank, on account the year 1880.....	20 10
	Carried forward.....	\$1,719 12 1,035,622 51

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

14 00	Amount received from John for...
13 00	Amount received from...
1,767 00	Amount received from...
117 00	Amount received for...
47 00	Amount received for...
4,225 00	Amount received from...
881 00	Amount received from...

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

Dr. *The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$1,719 12 \$1,035,622 51

FINES AND FORFEITURES.—(Continued.)

Dec. 31.—To amount received from John Jordan, J.P., Burgeo, on account the year 1880.....

14 00

“ “ “ Amount received from Frederick Cox, J.P., Channel, on account the 1880.....

13 00

 1,746 12

LICENSES.

“ “ “ Amount received from R. R. W. Lilly, Clerk of the ‘Peace, St. John’s, being amount collected for Liquor License fees, for the year ended 31st December, 1880

4,767 00

“ “ “ Amount received for Breach of Liquor License Act.....

117 00

“ “ “ Amount received for Regatta Licenses collected for the quarter ended 31st December, 1880.....

41 00

 4,925 00

“ “ “ Amount received from H. W. Trapnell, Clerk of the Peace, Harbor Grace, being amount collected for one year and six months ended 25th December, 1880.....

541 35

Carried forward \$5,466 35 1,037,368 63

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31--By amount brought forward.....

\$152,379 57

1880

(Continued)

	Dec. 31--To amount received from Joseph	
	Henry, Clerk of the Peace,	
	Cashier, being amount col-	
	lected for the year ended 30th	
218 00	December, 1880.....	
	" " " " Amount received from John	
	Wilcox, J.P., being being	
	amount collected for the year	
182 30	ended 26th December, 1880....	
	" " " " Amount received from William	
	(Christie, J.P., Old Parish,	
	being amount collected for the	
	quarter ended 21st March, 1880	
9 00	" " " " Amount received from David	
	Candow, J.P., being for	
	the three quarters ended 25th	
229 08	September, 1880.....	
	" " " " Amount received from William	
	S. Green, Clerk of the Peace,	
	being on account for the year	
64 00	ended 31st December, 1880.....	
	" " " " Amount received from William	
	Leak, J.P., Greenhead, being	
13 20	amount for the year 1880.....	

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.	To amount brought forward	\$5,466 35	\$1,037,368 63
LICENSES.—(Continued.)			
Dec. 31.—	To amount received from Joseph Mackay, Clerk of the Peace, Carbonear, being amount collected for the year ended 25th December, 1880.....	216 00	
“ “	“ Amount received from John Wilcox, J.P., Brigus, being amount collected for the year ended 25th December, 1880.....	182 10	
“ “	“ Amount received from William Christian, J.P., Old Perlican, being amount collected for the quarter ended 25th March, 1880	9 00	
“ “	“ Amount received from David Candow, J.P., Bonavista, for the three quarters ended 25th September, 1880.....	229 05	
“ “	“ Amount received from William S. Green, Clerk of the Peace, Trinity, on account the year 1880.....	64 00	
“ “	“ Amount received from William Lang, J.P., Greenspond, on account the year 1880.....	83 20	
	Carried forward.....	\$6,249 70	1,037,368 63

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

1880.

Dec. 31—By amount brought forward.....

\$152,379 57

(Faint, mostly illegible text, possibly bleed-through from the reverse side of the page)

Carried forward.....
18

\$152,379 57

1,027,503 62

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$6,249 70 \$1,037,368 63

LICENSES.—(Continued.)

Dec. 31.—	To amount received from James Fitzgerald, J.P., Fogo, for the year ended 31st December, 1880	163 50	
“ “	“ Amount received from Abraham A Pearce, Clerk of the Peace, Twillingate, for the year ended 25th December, 1880.....	111 60	
“ “	“ Amount received from John B. Blandford, J.P., Little Bay, on account the year 1880.....	15 02	
“ “	“ Amount received from James Harney, J.P., St. Mary's, on account the year 1880.....	32 40	
“ “	“ Amount received from Henry Benning, J.P., Lamaline, on account the year 1880.....	9 00	
“ “	“ Amount received from James Hippisley, J.P., Burin, on account the year 1880.....	9 00	
“ “	“ Amount received from Philip Hubert, J.P., Harbor Breton, on account the year 1880.....	63 50	
	Carried forward.....	\$6,653 72	1,037,368 63

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1870.

1880.

Dec. 31—By amount brought forward..... \$152,379 57

(Inverted) — (Inverted)

Dec 31—To amount received from John

102 00

To amount received from John

75 00

To amount received from John

18 00

To amount received from John

92 50

1040 33

JOHN W. WILSON

Account received from John

122 00

1040 33

Carried forward.....

\$152,379 57

 TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.

To amount brought forward..... \$6,653 72 1,037,368 63

LICENSES.—(Continued.)

Dec. 31—	To amount received from David O'Mara, J.P., Ferryland, on account the year 1880.....	102 00	
" "	" Amount received from Frederick Cox, J.P., Channel, on account the year 1880.....	72 00	
" "	" Amount received from John Jordan, J.P., Burgeo, on account the year 1880.....	18 00	
" "	" Amount received from Captain Howarth, R.N., J.P., Bay of Islands, for the year ended 30th June, 1880.....	94 50	
		<hr/>	6,940 22

DOG LICENSES.

" "	" Amount received from R. R. W. Lilly, Clerk of the Peace, St. John's, being amount collected for the quarter ended 30th September, 1880.....	122 00	
	Carried forward	<hr/>	<hr/> \$122 00 1,044,308 86

TREASURY ACCOUNTS.

m Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

Carried forward.....

\$152,379 57

 TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.	To amount brought forward.....	\$122 00	\$1,044,308 85
	DOG LICENSES.—(Continued.)		
Dec. 31—	To amount received from H. W. Trapnell, Clerk of the Peace, Harbor Grace, being amount collected on account the year 1878.....	10 20	
“ “	“ Amount received from H. W. Trapnell, Clerk of the Peace, Harbor Grace, being amount collected on account the year 1879.....	13 00	
“ “	“ Amount received from H. W. Trapnell, Clerk of the Peace, Harbor Grace, being amount collected on account the year 1880.....	7 30	
“ “	“ Amount received from James Hippisley, J.P., Burin, being amount collected on account the year 1880.....	2 00	
“ “	“ Amount received from James Fitzgerald, J.P., Fogo, being amount collected on account the year 1880.....	2 00	
	Carried forward.....	\$156 50	1,044,308 85

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

DOG JACKSIES—(Continued.)

Dec. 31—To amount received from Abraham A. Trench, Clerk of the Peace, Wellington, for account col- lected on account the year 1880

GAOLERS FEES

" " " Amount received from the Clerk of the Board of Works being amount collected on account the year 1880.....

GENERAL LIGHT HOUSES

Feb 7— " Amount received from Philip Hubert, J.P., Harbour District, being a fine collected for refusal to pay Light dues in October 1879.....

Dec 31— " Transfer of the amount from the general expenditure to the credit of General Light Houses, being a rate in supply Act, 1874, in aid of General Light Houses.....

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

*Dr.**The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$156 50 \$1,044,308 85

DOG LICENSES.—(Continued.)

Dec. 31—To amount received from Abraham A. Pearce, Clerk of the Peace, Twillingate, being amount collected on account the year 1880 2 00 158 50

GAOLERS' FEES.

“ “ “ Amount received from the Chair- of the Board of Works, being amount collected on account the year 1880..... 8 70

GENERAL LIGHT HOUSES.

Feb. 7— “ Amount received from Philip Hubert, J.P., Harbor Breton, being a fine collected for refusal to pay Light Dues in October 1879..... 20 00

Dec 31— “ Transfer of this amount from the general expenditure to the credit of General Light Houses, being a vote in Supply Act, 1880, in aid of General Light Houses.... 9,000 00 9,020 00

Carried forward..... \$1,053,496 05

TREASURY ACCOUNTS.

Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$162,879 57

Carried forward.....

\$162,379 67

20

TREASURY ACCOUNTS.

Dr.*The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$1,053,496 05.

REPAYMENTS.

Jan. 31—	“ Amount received from Z, anonymously, conscience money, on account public fund, to be placed to the credit of the Colony	80 00.
May 24—	“ Amount received from Halifax Fishery Award Fund, being the expenditure incurred in Newfoundland on account of the Halifax Fishery Commission.....	15,028 62.
June 14—	“ Amount received from Acting Sergeant Freeman, being a repayment on account Civil and Criminal Prosecutions in the case of the Queen vs. Collins....	22 00.
“ 30—	“ Amount received from the Union Bank of Newfoundland, for profit on gold, silver and bronze coins, imported from the Royal Mint, London, for the use of the Colony.....	4,417 52
July 23—	“ Amount received from Edward D. Shea, Colonial Secretary, being a repayment from David Candow, J.P., Bonavista, on account Election expenses	137 00
	Carried forward.....	\$19,685 14 1,053,496 05

TREASURY ACCOUNTS.

Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward.....

\$152,379 57

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

Dr. *The Receiver General of Newfoundland*

1880.

To amount brought forward..... \$19,685 14 1,053,496 05

REPAYMENTS — (Continued.)

Aug. 12—	To amount received from Captain Howarth, R.N., J.P., Bay of Islands, being a repayment on account of roads, for fifteen barrels of flour sent for relief of poor, sold, not being required....	96 00
Sept. 9—	“ Amount received for flour, knees, scantling, oars, &c., sold on account of the Government.....	136 15
Oct. 27—	“ Amount received from James Harney, J.P., St. Mary's, being for net proceeds of unclaimed shipwrecked balk, sold.....	22 59
Dec. 31—	“ Amount received from the General Water Company, being sum required to defray the interest on \$69,230 96, Debentures issued under the St. John's Sewerage Act, 26th Vic., cap. 6, for the year ended 31st December, 1880.....	3,461 58
		23,401 46
	Carried forward.....	\$1,076,897 51

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

Dec. 31—By amount brought forward..... \$152,379 57

Carried forward..... \$152,379 57

TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.

To amount brought forward..... \$1,076,897 51

CAPE RACE LIGHT HOUSE.

Dec. 31—To amount of receipts for the year 1880, as per account, folio..... 11,851 36

INTEREST ON HALIFAX FISHERY AWARD.

“ “ “ Amount of receipts for the year, 1880, as per account, folio..... 29,665 50

Carried forward..... \$1,118,414 37

TREASURY ACCOUNTS.

in Account Current with the Colony.

Cr.

1879.

.0823

Dec. 31—By amount brought forward.....

\$152,379 57

Carried forward.....

\$152,379 57

TREASURY ACCOUNTS.

Dr.

The Receiver General of Newfoundland

1880.

To amount brought forward.....

\$1,118,414 37

Carried forward.....

\$1,118,414 37

 TREASURY ACCOUNTS.

In Account Current with the Colony.

Cr.

1880.		
Dec. 31—	By amount brought forward.....	\$152,379 57
" "	" Warrants drawn on the Receiver General for the year 1880....	931,453 90
" "	" Amount of Warrants for Cape Race Light House expenditure, for the year ended 31st Decem- ber, 1880, as per account, folio	10,056 45
" "	" Amount of Warrants for General Light House expenditure, for the year ended 31st December, 1880, as per account folio.....	40,722 14
" "	" Total amount of Warrants drawn on the Receiver General for the year 1880.....	982,232 49
" "	" Interest on Public Debt.....	68,019 16
" "	" Interest on Floating Debt.....	4,040 08
" "	" Debentures paid off.....	300 00
" "	" This amount retained by the Bank of England from Halifax Fish- ery Award fund, and standing to the credit of the Receiver Gene- ral's account, on keeping interest account of Canadian guaranteed 4 per cent. bonds, as per letter of Chief Cashier Bank of Eng- land, dated 11th May, 1880, £1,000 sterling.....	4,800 00
	Carried forward.....	\$1,211,771 30

TREASURY ACCOUNTS.

Dr. The Receiver General of Newfoundland.

1880.	To amount brought forward.....	\$1,118,414 37
Dec. 31—	To Outstanding Warrants.....	\$89,359 01
“ “	“ Outstanding Interest.....	34,552 71
“ “	“ Balance due the Union Bank.....	97,604 89
		221,516 61
		\$1,339,930 98

TREASURY ACCOUNTS.

in Account Current with the Colony. *Cr.*

1880.

Dec. 31—By amount brought forward	\$1,211,771 30
“ “ “ Balance in Treasury, viz.,	
In Bonds.....	128,159 68
	\$1,339,930 98

JAMES J. ROGERSON,
Receiver General.

Examined and found correct,

THOMAS GLEN,
Auditor Public Accounts.

 BOARD OF WORKS.

 CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works, on account of Light Houses,
for the year ending December 31st, 1880.*

General Light Houses.....	\$3,069 19
Long Point Light House.....	1,365 11
Can Island.....	799 95
Wadham Island.....	1,409 56
Puffin Island.....	811 70
Cabot Island.....	2,060 29
Cape Bonavista.....	1,757 41
Green Island.....	2,468 83
Fort Point, Trinity.....	338 50
Baccalieu	1,984 37
Carbonear.....	739 95
Harbor Grace Island.....	1,744 60
Harbor Grace (Beacon).....	573 38
Cape St. Francis.....	3,371 06
Fort Amherst	1,363 96
St. John's Leading Lights.....	263 34
Cape Spear Light House.....	2,946 60
Ferryland	1,839 84
Cape Pine.....	1,877 28
Cape St. Mary's.....	2,417 39
Point Verd	1,206 27
Dodding Head	1,728 77
Lamaline	273 70
Brunette Island	1,350 45
Garnish	131 82
Belloram	234 40
Rocky Point.....	115 20
Carried forward.....	\$38,242 92

BOARD OF WORKS.

CONSOLIDATED STATEMENT

*Of Expenditure by the Board of Works on account of Light Houses,
for the year ending December 31st, 1880.*

Brought forward.....	\$38,242 92
Pass Island	807 67
Boar Island	505 57
Rose Blanche.....	661 27
Channel Head	568 76
	\$40,786 19

Board of Works,
31st December, 1880.

J. O. FRASER,
Chairman Board of Works.

JOHN STUART,
Secretary.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

 BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditure by the Board of Works on account of Special Grants for Public Works for each District, for the year ending December 31st, 1880.

	Expenditure.	Unexpended.	Overexpended.
St. John's East	\$2,328 35	\$4 98	
St. John's West.....	2,665 59	199 14	
Harbor Main.....	3,641 67		\$1,256 85
Brigus and Port-de-Grave.....	1,023 67	1,908 45	
Harbor Grace.....	2,419 19	2,328 52	
Carbonear	3,391 72	1,231 70	
Bay-de-Verds	2,712 81	1,188 95	
Trinity	1,480 68	1,964 30	
Bonavista	2,782 84	11 67	
Twillingate and Fogo.....	2,431 57	1,821 51	
Ferryland.....	2,747 79		
Placentia and St. Mary's.....	2,185 80	220 60	
Burin	1,889 24	444 09	
Fortune Bay	2,148 38	750 28	
Burgeo and Lapoile	930 46	1,913 27	
	\$34,780 47	\$14,077 46	\$1,256 85

Board of Works,
31st December, 1880.

J. O. FRASER,
Chairman.

JOHN STUART,
Secretary.

BOARD OF WORKS.

CONSOLIDATED STATEMENT

Of Expenditure by the Board of Works, on account of Public Institutions, for the year ending December 31st, 1880.

Lunatic Asylum	\$19,780	54
Hospital	8,713	70
Fever Hospital	739	26
Poor Asylum	8,011	37
Expenses Court Houses and Gaols.....	9,813	34
Fuel and Light, Government House.....	2,192	37
“ Colonial Building	1,014	44
“ Customs’	344	39
Contingencies, Board Works.....	481	95
Sanitary Act.....	11,375	29
Constabulary.....	1,561	32
Block House.....	540	04
Fog and Noon Gun.....	924	62
Post Office	2,217	51
Repairs Block House.....	137	72
“ Queen’s Wharf.....	2,814	52
“ Drill Shed.....	209	57
“ Imperial Buildings.....	1,145	66
“ Customs’, Harbor Grace	76	97
“ Customs’, St. John’s.....	493	14
“ Lunatic Asylum.....	2,590	94
“ Colonial Building.....	2,050	01
“ Poor Asylum.....	1,058	38
“ Hospitals.....	558	90
“ Outport Court Houses and Gaols	2,039	64
“ St. John’s Court House and Gaol.....	1,210	12

Board of Works, \$82,100 71
31st December. 1880.

J. O. FRASER, *Chairman.*
JOHN STUART, *Secretary.*

Examined and found correct,
THOMAS GLEN,
Auditor of Public Accounts.

BOARD OF WORKS.

CONSOLIDATED
Of Expenditure by the Board of Works, on account of

ROADS.	Balances and Special Votes.
LeMarchant Road.....	\$50 00
Kenmount to Topsail.....	670 00
Southside, St. John's.....	200 00
St. John's to Portugal Cove.....	63 04
St. John's to Cape St. Francis.....	
St. John's to Cape Spear.....	83 58
St. John's to Brigus.....	600 00
Portugal Cove to Pouch Cove <i>via</i> Bauline.....	200 00
Torbay to Bauline.....	150 00
Bennett's Mill to Goulds.....	
Goulds to Renew's.....	
Trepassey to Renew's.....	4,223 85
Old Placentia Road to Topsail Road.....	
Mannels to Prices.....	
Salmon Cove to Gaster's.....	8 90
Cats' Cove to Colliers.....	23 70
Holyrood through Seal Cove.....	42 00
Forwarded.....	\$6,315 07

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$200 00	\$165 92	\$84 08	
200 00	1,316 46	.....	\$446 46
700 00	631 93	268 07	
500 00	266 86	296 18	
700 00	1,040 90	.....	340 90
300 00	253 52	130 06	
1,000 00	2,564 39	.....	964 39
300 00	412 16	87 84	
250 00	86 90	313 10	
500 00	650 59	.....	150 59
1,200 00	1,271 32	.....	71 32
1,000 00	4,890 34	333 51	
200 00	100 35	99 65	
100 00	133 50	.....	33 50
100 00	108 90		
150 00	173 70		
200 00	142 00	100 00	
\$7,600 00	\$14,209 74	\$1,712 49	2,007 16

BOARD OF WORKS.

CONSOLIDATED
Of Expenditure by the Board of Works on account of

ROADS.	Balances and Special Votes.
Brought forward.....	6,315 07
Holyrood to Witless Bay.....	134 85
Holyrood to Placentia.....	19 85
Placentia to Little Placentia, and Fox Harbor.....	38
Little Placentia to Long Harbor	
Salmonier to St. Mary's	
Southside Salmonier	
Placentia to Cape Shore.....	296 15
Western Shore, Placentia Bay.....	18 34
Holyrood to St. Mary's.....	
Branch to Distress.....	
St. Shotts to Cape Pine	157 50
Burin to Garnish.....	490 56
Burin to Grand Bank.....	1,889 81
Grand Bank to Garnish	600 00
Hermitage to Pass Island.....	148 00
Gaultois to Piccaire.....	
Gaultois to Connaigre.....	100 00
Forwarded	10,170 51

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$7,600 00	\$14,209 74	\$1,712 49	\$2,007 16
1,050 00	346 79	838 06	
1,000 00	1,040 11	.....	20 26
400 00	300 05	100 33	
100 00	.....	100 00	
400 00	439 97	.....	39 97
300 00	300 00	.....
1,000 00	1,080 57	215 58	
300 00	312 00	6 34	
200 00	211 31	.....	11 31
500 00	494 58	5 42	
350 00	331 85	175 65	
580 00	1,071 42	.....	86
2,200 00	3,207 86	881 95	
200 00	749 72	50 28	
400 00	464 85	83 15	
100 00	100 00	.....
100 00	56 00	144 00	
\$16,780 00	\$24,716 82	\$4,313 25	\$2,079 56

BOARD OF WORKS.

CONSOLIDATED
Of Expenditure by the Board of Works, on account of

ROADS.	Balances and Special Votes.
Brought forward.....	\$10,170 51
Harbor Briton to Connaigre.....	141 60
Harbor Briton to Belloram.....	316 07
Belloram to St. Jacques	40 76
Head St. John's Bay to Wreck Cove.....	25 53
Millar's Passage to Little Bay	162 67
Baine Harbor to Bay l'Argent.....	132 89
Burgeo and Lapoile road	294 81
Upper and Lower Burgeo	
Lapoile to Laplant	44 00
Rose Blanche to Channel.....	353 94
Rose Blanche to Harbor Lecou	55 05
Brigus to Carbonear	521 77
Brigus to Nine Island Pond.....	19 32
Hallstown to Snowspond	8 60
Spaniard's Bay to Newharbor	
Brigus Main road to Goulds	14 05
Hew Harbor to South Dildo.....	
Dildo to Chance Cove.....	61 94
Forwarded	\$12,863 51

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$16,780 00	\$24,716 82	\$4,313 25	\$2,079 56
300 00	417 69	23 91	
600 00	632 28	283 79	
100 00	37 74	103 02	
300 00	288 97	36 56	
300 00	229 73	232 94	
1,000 00	756 70	376 19	
700 00	557 45	437 36	
200 00	122 11	77 89	
200 00	193 00	51 00	
600 00	399 66	560 28	
200 00	146 60	108 45	
1,000 00	1,054 21	467 56	
150 00	150 00	19 32	
200 00	5 60	203 00	
630 00	715 87	.....	85 87
150 00	135 10	28 95	
100 00	150 00	.....	50 00
400 00	460 27	1 67	
\$23,910 00	\$31,163 80	\$7,325 14	\$2,215 43

BOARD OF WORKS.

CONSOLIDATED

Of Expenditure by the Board of Works on account of

ROADS.	Balances and Special Votes.
Brought forward.....	\$12,363 51
Newharbor to Hearts' Content.....	52 26
Carbonear to New Perlican.....	243 05
Carbonear to Hearts' Delight.....	800 00
Country Path road from Spaniard's Bay.....	
Road between Spaniard's Bay and Bishop's Cove.....	
New Perlican to Grates Cove.....	86 87
Grates Cove to Bay-de-Verds.....	39 63
Bay-de-Verds to Red Head.....	
Old Perlican to Lower Island Cove	244 82
Old Perlican to Bay-de-Verds.....	21 80
Carbonear to Bay-de-Verds.....	836 10
Salmon Cove Bridge to Heart's Content road	324 60
Heart's Ease to Butter Cove	54 91
Trinity to Bonavista.....	84 07
Forwarded	\$15,151 62

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$23,910 00	\$31,163 80	\$7,325 14	\$2,215 43
600 00	559 07	93 19	
1,200 00	1,004 25	438 80	
200 00	1,507 21		507 21
1,000 00	995 30	4 70	
200 00	119 65	80 35	
1,100 00	1,167 67	19 20	
200 00	195 00	44 63	
100 00	87 06	12 94	
400 00	482 40	162 42	
200 00	209 00	12 80	
1,250 00	1,209 55	876 55	
300 00	353 42	271 18	
60 00	114 00	94	
1,080 00	1,030 62	133 45	
\$31,800 00	\$40,198 00	\$9,476 26	\$2,722 64

BOARD OF WORKS.

CONSOLIDATED

Of Expenditure by the Board of Works, on account of

ROADS.	Balances and Special Votes.
Brought forward.....	\$15,151 62
Trinity to British Harbor	292 87
Trinity to Kingscove.....	282 10
Trinity to Brookland or Indian Arm.....	239 00
Catalina to Bird Island Cove.....	132 80
Kingscove to Ticklecove.....	13 50
Greenspond to Cape Freels.....	1 80
Shambler's Cove to Newharbor and Indian Bay.....	
Notchy Hill towards Kingscove.....	45 14
Salvage to Happy Adventure.....	498 65
Openhall to Platecove.....	18 50
Bonavista to Bird Island Cove	7 87
Greenspond to English Harbor	7 23
Knightscove to Amherst Cove.....	187 67
Amherst Cove to Catalina.....	118 99
Catharbor to Raggedharbor.....	37 50
Seldom-come-by to Fogo.....	16 22
Forwarded	\$17,051 45

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$31,800 00	\$40,198 00	\$9,476 26	\$2,722 64
600 00	585 15	307 72	
800 00	894 78	187 32	
1,150 00	1,243 50	145 50	
300 00	320 25	112 55	
200 00	140 40	73 10	
700 00	652 00	49 80	
200 00	200 00		
250 00	173 45	121 69	
500 00	498 80	499 85	
200 00	139 65	78 85	
100 00	88 75	19 12	
200 00	189 30	17 93	
200 00	170 20	217 46	
300 00	316 25	102 74	
150 00	150 40	37 10	
327 00	200 50	142 72	
\$37,977 00	\$46,161 38	\$11,589 71	\$2,722 64

BOARD OF WORKS.

CONSOLIDATED

Of Expenditure by the Board of Works on account of

ROADS.	Balances and Special Votes.
Brought forward.....	\$17,051 45
Tizzard's Harbor to Moreton's Harbor	2 00
Moreton's Harbor to Western Head.....	16 90
Cape Freels to Gander Bay.....	156 80
Twillingate to Bluff Head, Gillard's and Kettle Coves	20 33
Tilton Harbor to Fogo	29 24
Round Harbor to Tilt Cove	75 00
Exploits to Sergeant's Cove	13 49
Round Harbor to Snook's Arm.....	90 00
Twillingate to Long Point	38 60
Twillingate to Little Harbor	24 30
Jenkins Road to French Beach.....	2 72
Road from Congregational Church to Twillingate.....	
Black Island Tickle to Kyerscove.....	10
Shoalbay to Fogo.....	17 50
Forwarded	\$17,538 43

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$37,977 00	\$46,161 38	\$11,589 71	\$2,722 64
150 00	150 00	2 00	
112 50	112 50	16 90	
324 75	330 09	151 46	
112 50	95 85	36 98	
120 00	101 90	47 34	
75 00	116 25	33 75	
150 00	144 70	18 79	
75 00	146 00	19 00	
50 00	37 25	51 35	
400 00	290 05	134 25	
50 00	38 00	14 72	
100 00	80 60	19 40	
75 00	70 50	4 60	
75 00	61 00	31 50	
\$39,846 75	\$47,936 07	\$12,171 75	\$2,722 64

BOARD OF WORKS.

CONSOLIDATED

Of Expenditure by the Board of Works, on account of

ROADS.	Balances and Special Votes.
Brought forward.....	\$17,538 43
Harebay to Fogo.....	
Barr'd Island to Fogo, and Seldom-come-by.....	
Newbay Head to Fortune Harbor.....	
Jackson's Arm to Kingscove.....	71 26
Northwest Arm to Rouge Harbor	
Rouge Harbor to Bettscove	14 65
Bettscove to Snook's Arm.....	50 00
Jackson's Arm to Western Arm	40 11
Lush's Bight to Ward's Harbor.....	35 10
Southern Harbor, Littlebay Island, to Suliancove.....	
Colchester, Jackson's Arm, and Birchycove	36 01
Forwarded	\$17,785 56

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$39,846 75	\$47,936 07	\$12,171 75	\$2,722 64
75 00	73 50	1 50	
177 43	177 43		
100 00	100 00		
200 00	138 25	133 01	
66 66	25 28	41 38	
87 50	83 60	18 55	
50 00	55 00	45 00	
40 00	30 05	50 06	
50 00	80 00	5 10	
50 00	45 40	4 60	
76 66	51 41	61 26	
\$40,820 00	\$48,795 99	\$12,532 21	\$2,722 64

BOARD OF WORKS.

STATEMENT

Main Roads, for the year ending December 31st, 1880.

Grants.	Expended.	Unexpended.	Overexpended.
\$40,820 00	\$48,795 99	\$12,532 21	\$2,722 64
40 00	40 00		
\$40,860 00	\$48,835 99	\$12,532 21	\$2,722 64

Board of Works,
31st December, 1880.

J. O. FRASER,
Chairman.

JOHN STUART,
Secretary.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
BAY-DE-VERDS DISTRICT,—	
Division No. 1.....	\$555 60
“ No. 2.....	1,318 00
“ No. 3.....	554 60
“ No. 4.....	296 40
“ No. 5.....	249 00
	\$2,973 60
BONAVISTA DISTRICT,—	
Bonavista Proper.....	1,353 20
Salvage	435 00
Gooseberry Islands.....	320 00
Musgrave Town	185 00
Brooklyn	210 00
Tickle Cove and Openhall	310 00
Kingscove	420 00
Keels	200 00
Indian Arm.....	200 00
Greenspond	780 00
Pools' Island	750 00
Chairman Board of Works.....	40 00
	\$5,203 20

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$528 40	\$27 20	
1,040 80	277 20	
554 16	44	
296 40		
249 00		
\$2,668 76	\$304 84	
1,178 82	174 38	
19 65	415 35	
310 75	9 25	
185 00		
210 00		
149 00	161 00	
157 00	263 00	
82 55	117 45	
104 80	95 20	
767 50	12 50	
732 25	17 75	
40 00		
\$3,937 32	\$1,265 88	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
BURGeo AND LAPOILE DISTRICT,—	
Burgeo.....	\$650 00
Rose Blanche.....	345 00
Petites.....	155 00
Channel.....	490 00
Lapoile.....	150 00
Burnt Island.....	249 20
	\$2,039 20
BURIN DISTRICT,—	
Burin Proper.....	\$1,398 80
Flat Islands.....	220 00
St. Lawrence.....	258 80
Lawn.....	111 60
Lamaline and Coves.....	366 00
Fortune.....	313 60
Grand Bank.....	402 40
	\$3,071 20
CARBONEAR DISTRICT,—	
Carbonear.....	\$2,195 20

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$515 50	\$134 50	
271 90	73 10	
74 58	80 42	
339 26	150 74	
119 80	30 20	
198 59	50 61	
\$1,519 63	\$519 57	
\$1,305 78	\$93 02	
178 98	41 02	
258 80		
111 60		
234 00	132 00	
297 92	15 68	
242 62	159 78	
\$2,629 70	\$441 50	
\$2,195 20		

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
FERRYLAND DISTRICT,—	
Renews.....	\$348 40
Fermeuse.....	247 20
Renews to Cape Race.....	98 80
Ferryland Proper.....	254 40
Aquaforte.....	95 00
Caplin Bay.....	115 20
Cape Broyle.....	225 20
Brigus.....	70 80
Bay Bulls.....	312 40
Witless Bay.....	379 60
Mobile.....	92 40
Toads Cove.....	140 80
Toads Cove to Lamanche.....	84 00
Goulds to Shoal Bay.....	102 80
	\$2,567 60
FORTUNE BAY DISTRICT,—	
Harbor Breton.....	\$635 00
Gaultois.....	670 00
Belloram.....	140 00
English Harbor.....	150 00
Outharbor Board.....	525 00
Garnish.....	80 00
Chairman Board of Works.....	115 20
	\$2,315 20

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec. 1880.
\$348 40		
247 20		
98 80		
254 40		
95 60		
115 20		
225 20		
70 80		
312 40		
379 60		
92 40		
140 80		
84 00		
102 80		
\$2,567 60		
\$590 28	\$44 72	
564 00	106 00	
135 82	4 18	
104 63	45 37	
246 67	278 33	
55 60	24 40	
115 20		
\$1,812 20	\$503 00	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
HARBOR GRACE DISTRICT,—	
Harbor Grace Proper.....	\$2,245 20
South Side and Bryant's Cove.....	501 20
Bay Roberts.....	946 80
Coley's Point.....	392 00
Upper Island Cove.....	378 40
Bishop's Cove.....	166 00
Walsh's Road	60 00
Spaniard's Bay.....	532 40
	\$5,222 00
HARBOR MAIN DISTRICT,—	
Harbor Main Proper.....	\$1,918 00
Topsail	951 60
	\$2,869 60
PORT-DE-GRAVE DISTRICT,—	
Brigus	\$1,527 35
Cupids	556 25
Port-de-Grave.....	1,084 00
	\$3,167 60

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$2,138 18	\$107 02	
494 55	6 65	
748 29	198 51	
22 30	369 70	
378 30	10	
166 00		
19 30	40 70	
453 25	79 15	
\$4,420 17	\$801 83	
\$1,918 00		
951 60		
\$2,869 60		
\$1,479 31	\$48 04	
556 25		
858 25	225 75	
\$2,893 81	\$273 79	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
PLACENTIA DISTRICT,—	
Trepassey	\$280 00
Holyrood and Peter's River.....	70 00
St. Mary's	320 00
River Head, North Side	20 00
Mall Bay	100 00
John's Pond.....	63 00
Salmonier, North Side.....	123 00
Salmonier, South Side.....	103 00
Cape Shore	204 00
Great Placentia	639 40
Little Placentia	554 60
Lamanche.....	24 00
Harbor Buffett.....	327 00
Isle of Valen.....	191 00
Sound Island.....	94 80
Woody Island.....	77 00
Paradise.....	140 40
Merasheen	92 00
St. Kyran's.....	176 00
Oderin.....	343 60
	\$3,942 80

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$280 00		
70 00		
207 54	\$112 46	
.....	20 00	
98 40	1 60	
63 00		
123 00		
103 00		
176 40	27 60	
638 65	75	
538 30	16 30	
4 80	19 20	
326 50	50	
191 00		
94 80		
77 00		
42 94	97 46	
92 00		
176 00		
328 85	14 75	
\$3,632 18	\$310 62	

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

1935 *On account of Local Road*

DISTRICTS.	VOTES.
TRINITY DISTRICT,—	
Bird Island Cove.....	\$300 00
Catalina	740 00
Trinity Proper.....	730 00
English Harbor and Salmon Cove.....	420 00
New Harbor	587 00
Bonaventure	230 00
Shoal Harbor.....	126 30
Random, South-west Arm, North Side.....	126 30
Random, South-west Arm, South Side.....	335 00
Smith's Sound, Entrance.....	100 00
Smith's Sound, North Side.....	152 60
Smith's Sound, South Side	112 00
Random, North-west Arm	56 40
Random, North-west Arm	102 20
Heart's Content.....	960 00
Hants Harbor.....	425 00
Old Perlican	468 00
Grates Cove.....	300 00
	\$6,270 80

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$300 00		
704 00	\$36 00	
727 63	2 37	
407 15	12 85	
573 60	13 40	
215 05	14 95	
126 30		
58 90	67 40	
225 25	109 75	
83 80	16 20	
94 29	58 31	
48 00	64 00	
56 40		
102 20		
959 51	49	
425 00		
423 50	44 50	
300 00		
\$5,830 58	\$440 22	

Financial Secretary's Office
31st December, 1880.

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED

On account of Local Road

DISTRICTS.	VOTES.
TWILLINGATE DISTRICT,—	
Cat Harbor	\$80 00
Musgrave Harbor.....	330 00
Tilton Harbor.....	160 00
Seldom-come-bye	180 00
Fogo.....	445 00
Joe Batt's Arm.....	320 00
Change Islands.....	300 00
Herring Neck	420 00
Twillingate Proper.....	1,208 00
Friday's Bay.....	130 00
Exploits	352 20
Moreton's Harbor.....	423 00
Waldron's Cove.....	190 00
Leading Tickles	255 00
New Bay.....	50 00
Little Bay Islands	170 00
Ward's Harbor	150 00
Harry Harbor.....	155 00
Wild Bight.....	95 00
Nipper's Harbor.....	80 00
Snook's Arm.....	165 00
North-west Arm.....	97 00
Indian Islands.....	100 00
Dominion Point	70 00
Burying Place	80 00
Loon Bay.....	40 00
Lush's Bight.....	40 00
	\$6,085 20

Financial Secretary's Office,
31st December, 1880.

FINANCIAL SECRETARY'S ACCOUNTS.

STATEMENT

Expenditure, 31st December, 1880.

Expenditures.	Credit Balances, 31st Dec., 1880.	Overdrawn Accounts, 31st Dec., 1880.
\$80 00		
226 71	\$103 29	
-----	160 00	
107 15	72 85	
386 50	58 50	
317 75	2 25	
127 47	172 53	
281 50	138 50	
922 70	285 30	
41 50	88 50	
221 21	30 99	
407 90	15 10	
190 00		
190 85	64 15	
50 00		
159 50	10 50	
132 40	17 60	
69 00	86 00	
41 50	53 50	
80 00		
98 75	66 25	
63 89	33 11	
16 20	83 80	
-----	70 00	
43 00	37 00	
40 00		
36 00	4 00	
-----	-----	
\$4,331 48	\$1,653 72	

F. WINTON,
Financial Secretary.

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED STATEMENT

*Of Expenditure for the undermentioned Services, for the year ending
31st December, 1880.*

Addresses House of Assembly.....	\$1,925 16
Agricultural Society, St. John's.....	1,121 50
Agricultural Society, Harbor Grace.....	462 00
Bank Fishery.....	10,902 67
Board of Health and Quarantine Act.....	591 72
Carbonear Rebuilding Act.....	201 05
Circuit Courts	6,676 80
Civil and Criminal Prosecutions.....	3,044 32
Coal Boring.....	3,285 08
Constabulary.....	36,544 66
Executive Responsibility.....	4,382 80
Geological Survey.....	5,219 57
Harbormaster's Office.....	328 83
Home Industries.....	92 66
Inquests	377 29
Instruction in Navigation	161 00
Labrador Account	1,828 73
Legislative Contingencies, 1879.....	1,266 10
Legislative Contingencies, 1880.....	30,573 99
Miscellaneous Votes in Supply.....	3,167 00
Postages and Incidentals.....	814 85
Postal Department	30,127 98
Printing and Stationery	7,767 18
Protection of Fisheries	2,425 80
Registration of Jurors.....	264 82
Sheep Preservation Act.....	111 34
St. John's Rebuilding Act.....	520 67

FINANCIAL SECRETARY'S ACCOUNTS.

CONSOLIDATED STATEMENT

*Of Expenditure for the undermentioned Services, for the year ending
31st December, 1880.*

Steam, Coastal.....	\$64,090 00
“ Labrador.....	8,650 00
“ Ocean.....	64,320 00
“ West Coast.....	3,600 00
Unforeseen Contingencies	2,524 18
Weights and Measures Act	121 00
Wolf Act.....	25 00
West Coast Expenditure.....	72 00

Financial Secretary's Office,
31st December, 1880.

F. WINTON,
Financial Secretary.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

POOR RETURNS.

Expenditure for Relief of the Poor

DISTRICTS.	JANUARY.	FEBRUARY.	MARCH.
St. John's Permanent Poor	\$456 10	\$473 94	\$478 84
„ Casual Poor.....	811 40	1,007 90	1,150 40
Orphanages.....	.....	.....	629 98
Incidentals.....	178 06	3 53	12 00
Brigus	1,207 84	63 80	143 00
Burin	1,005 50	620 50	42 00
Bay-de-Verds.....	536 30	37 70	150 25
Burgeo and Lapoile.....	413 20	54 00	164 00
Bonavista.....	372 00	5 00	214 00
Carbonear.....	352 05	179 80	294 43
Fortune Bay.....	340 10	119 35	67 00
Ferryland.....	683 60	230 50	274 62
Harbor Grace	2,344 29	348 00	431 01
Harbor Main.....	605 15	307 25	383 40
Placentia and St. Mary's	425 49	146 50	36 50
Trinity Bay.....	1,363 40	47 50	264 82
Twillingate and Fogo.....	636 55	342 15	111 95
Labrador.....	.....	.....	.....
French Shore.....	24 00	8 50	.....

POOR RETURNS.

During the year ended 31st December, 1880.

APRIL.	MAY.	JUNE.	JULY.
\$468 24	\$477 10	\$480 94	\$490 94
1,154 45	1,088 55	1,071 00	1,074 05
.....	.....	586 00	.....
7 34	4 83	3 33	39 29
958 17	751 15	108 20	920 08
352 43	1,024 95	236 00	328 90
479 90	1,020 00	650 90	642 45
261 00	142 00	165 00	289 00
429 00	1,849 30	227 80	535 40
565 23	417 10	317 60	204 24
453 75	160 10	319 16	92 50
849 00	699 30	104 80	517 80
1,984 06	389 30	377 30	1,431 50
1,058 40	1,101 30	366 60	165 85
693 85	2,429 03	480 50	272 70
1,635 95	2,252 65	197 80	1,079 21
231 20	1,113 15	890 25	818 62
.....	48 00	3 00	.....
.....	27 50	31 00	16 60

POOR RETURNS.

Expenditure for Relief of the Poor.

DISTRICTS.	AUGUST.	SEPTEMBER.	OCTOBER.
St. John's Permanent Poor	\$492 34	\$494 60	\$494 30
" Casual Poor.....	1,009 95	1,022 10	1,029 15
Orphanages.....	.....	648 00	.....
Incidentals.....	4 38	8 33	3 54
Brigus	195 50	62 30	1,326 38
Burin	197 00	672 00	312 00
Bay-de-Verds.....	86 20	81 40	398 50
Burgeo and Lapoile.....	751 00	183 00	300 00
Bonavista.....	254 65	51 50	410 84
Carbonear.....	166 30	169 60	325 24
Fortune Bay.....	257 00	79 80	108 25
Ferryland.....	322 20	164 10	481 90
Harbor Grace	525 69	532 90	1,995 02
Harbor Main.....	73 30	62 00	161 10
Placentia and St. Mary's....	146 20	137 00	1,296 67
Trinity Bay.....	587 58	272 80	1,134 40
Twillingate and Fogo.....	414 35	401 40	711 63
Labrador.....	65 00	.....	.....
French Shore.....	124 50	40 50	26 00

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

POOR RETURNS.

during the year ended 31st December, 1880.

NOVEMBER.	DECEMBER.	AMOUNT.	TOTAL.
\$501 90	\$491 80	\$5,801 04	
1,017 75	1,246 87	12,683 57	
.....	672 00	2,535 98	
15 43	6 83	286 89	\$21,307 48
305 90	106 54	6,148 86	
1,004 40	318 10	6,113 78	
668 40	659 25	5,411 25	
487 00	291 50	3,500 70	
661 00	673 64	5,684 13	
154 30	310 70	3,456 59	
601 80	251 15	2,839 46	
519 65	313 20	5,160 67	
383 90	177 00	10,919 97	
60 70	378 30	4,723 35	
1,925 33	208 28	8,198 05	
1,135 78	482 10	10,453 99	
1,018 17	542 20	7,221 62	
.....	414 15	530 15	
11 50	9 85	319 95	\$80,692 52
			\$102,000 00

JOHN CASEY,
Commissioner of Poor.

STATE OF NEW YORK

REPORT OF THE COMMISSIONER OF THE LAND OFFICE

for the year ending 31st December, 1880.

Year	Area	Permanently	Temporarily
1879	1,100,000	1,100,000	0
1880	1,100,000	1,100,000	0
1881	1,100,000	1,100,000	0
1882	1,100,000	1,100,000	0
1883	1,100,000	1,100,000	0
1884	1,100,000	1,100,000	0
1885	1,100,000	1,100,000	0
1886	1,100,000	1,100,000	0
1887	1,100,000	1,100,000	0
1888	1,100,000	1,100,000	0
1889	1,100,000	1,100,000	0
1890	1,100,000	1,100,000	0
1891	1,100,000	1,100,000	0
1892	1,100,000	1,100,000	0
1893	1,100,000	1,100,000	0
1894	1,100,000	1,100,000	0
1895	1,100,000	1,100,000	0
1896	1,100,000	1,100,000	0
1897	1,100,000	1,100,000	0
1898	1,100,000	1,100,000	0
1899	1,100,000	1,100,000	0
1900	1,100,000	1,100,000	0
1901	1,100,000	1,100,000	0
1902	1,100,000	1,100,000	0
1903	1,100,000	1,100,000	0
1904	1,100,000	1,100,000	0
1905	1,100,000	1,100,000	0
1906	1,100,000	1,100,000	0
1907	1,100,000	1,100,000	0
1908	1,100,000	1,100,000	0
1909	1,100,000	1,100,000	0
1910	1,100,000	1,100,000	0
1911	1,100,000	1,100,000	0
1912	1,100,000	1,100,000	0
1913	1,100,000	1,100,000	0
1914	1,100,000	1,100,000	0
1915	1,100,000	1,100,000	0
1916	1,100,000	1,100,000	0
1917	1,100,000	1,100,000	0
1918	1,100,000	1,100,000	0
1919	1,100,000	1,100,000	0
1920	1,100,000	1,100,000	0
1921	1,100,000	1,100,000	0
1922	1,100,000	1,100,000	0
1923	1,100,000	1,100,000	0
1924	1,100,000	1,100,000	0
1925	1,100,000	1,100,000	0
1926	1,100,000	1,100,000	0
1927	1,100,000	1,100,000	0
1928	1,100,000	1,100,000	0
1929	1,100,000	1,100,000	0
1930	1,100,000	1,100,000	0
1931	1,100,000	1,100,000	0
1932	1,100,000	1,100,000	0
1933	1,100,000	1,100,000	0
1934	1,100,000	1,100,000	0
1935	1,100,000	1,100,000	0
1936	1,100,000	1,100,000	0
1937	1,100,000	1,100,000	0
1938	1,100,000	1,100,000	0
1939	1,100,000	1,100,000	0
1940	1,100,000	1,100,000	0
1941	1,100,000	1,100,000	0
1942	1,100,000	1,100,000	0
1943	1,100,000	1,100,000	0
1944	1,100,000	1,100,000	0
1945	1,100,000	1,100,000	0
1946	1,100,000	1,100,000	0
1947	1,100,000	1,100,000	0
1948	1,100,000	1,100,000	0
1949	1,100,000	1,100,000	0
1950	1,100,000	1,100,000	0
1951	1,100,000	1,100,000	0
1952	1,100,000	1,100,000	0
1953	1,100,000	1,100,000	0
1954	1,100,000	1,100,000	0
1955	1,100,000	1,100,000	0
1956	1,100,000	1,100,000	0
1957	1,100,000	1,100,000	0
1958	1,100,000	1,100,000	0
1959	1,100,000	1,100,000	0
1960	1,100,000	1,100,000	0
1961	1,100,000	1,100,000	0
1962	1,100,000	1,100,000	0
1963	1,100,000	1,100,000	0
1964	1,100,000	1,100,000	0
1965	1,100,000	1,100,000	0
1966	1,100,000	1,100,000	0
1967	1,100,000	1,100,000	0
1968	1,100,000	1,100,000	0
1969	1,100,000	1,100,000	0
1970	1,100,000	1,100,000	0
1971	1,100,000	1,100,000	0
1972	1,100,000	1,100,000	0
1973	1,100,000	1,100,000	0
1974	1,100,000	1,100,000	0
1975	1,100,000	1,100,000	0
1976	1,100,000	1,100,000	0
1977	1,100,000	1,100,000	0
1978	1,100,000	1,100,000	0
1979	1,100,000	1,100,000	0
1980	1,100,000	1,100,000	0
1981	1,100,000	1,100,000	0
1982	1,100,000	1,100,000	0
1983	1,100,000	1,100,000	0
1984	1,100,000	1,100,000	0
1985	1,100,000	1,100,000	0
1986	1,100,000	1,100,000	0
1987	1,100,000	1,100,000	0
1988	1,100,000	1,100,000	0
1989	1,100,000	1,100,000	0
1990	1,100,000	1,100,000	0
1991	1,100,000	1,100,000	0
1992	1,100,000	1,100,000	0
1993	1,100,000	1,100,000	0
1994	1,100,000	1,100,000	0
1995	1,100,000	1,100,000	0
1996	1,100,000	1,100,000	0
1997	1,100,000	1,100,000	0
1998	1,100,000	1,100,000	0
1999	1,100,000	1,100,000	0
2000	1,100,000	1,100,000	0

JOHN GABBY

Commissioner of the Land Office

State of New York

Printed by the State Printer, Albany, N.Y.

STATEMENT OF EXPENDITURE

Statement of Expenditure on account of shipwrecked crews for the year ending 31st December, 1880.

Jan 30—Schooner "Ward" of "The Admiralty" ...
of the crew at River Plate ... \$120 00
... \$120 00

STATEMENT OF EXPENDITURE
ON ACCOUNT OF SHIPWRECKED CREWS.

FOR THE YEAR ENDING 31st DECEMBER, 1880.

28—Schooner "Clyde" of St. John's, Wales ...
... \$100 00
29—Schooner "Dora" of St. John's, Wales ...
... \$100 00
Total ... \$200 00

 SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.

Jan. 20.—Schooner <i>Frank</i> of Placentia, Jackman master, paid for dieting five of the crew at Rose Blanche.....	\$29 40	
23.—Brigantine <i>Nine Brothers</i> of St. John's, Eagan master, paid for the passage of five of the crew from St. Pierre.....	5 90	
24.—Schooner <i>Bessie</i> , lost at Bay Bulls, paid on account of three of the crew.....	3 60	
Paid owners of steamer <i>Hercules</i> for the passage of eight paupers from Little Bay to St. John's.....	12 80	
28.—Schooner <i>Otter</i> of St. John's, Walsh master, paid for dieting three of the crew at Channel.....	8 80	
29.—Schooner <i>Otter</i> of St. John's, Walsh master, paid for dieting eight persons, two days.....	\$4 80	
Passage of eight persons from Codroy to Channel... 18 00		
	<hr/>	22 80
		<hr/>
		83 30
For artded.....		<hr/>
		\$83 30

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward.....		\$83 30
Feb. 2.—	Schooner <i>Ecliptic</i> of Catalina, Hicks master, paid for passage of thirty-four men from Bett's Cove to Catalina, 1878.....	34 00	
	4.—Schooner <i>Otter</i> of St. John's, Walsh master, paid for dieting three of the crew at Channel.....	12 00	
	20.—Brigantine <i>Belle</i> of St. John's, Barnes master, paid Board of Trade, London, on account of the crew.....	20 57	
	Schooner <i>J. W. Roberts</i> of St. John's, Curtis master, paid on ac- count of two of the crew picked up at sea.....	25 06	
	27.—Schooner <i>Example</i> of Barened, Sullivan master, paid for the pas- sage of ten of the crew from Labrador home.....	17 50	
	Schooner <i>Lizzie</i> of Trinity Bay, Reed master, paid for the passage of six of the crew from Labrador	16 80	
			125 98
	Forwarded		\$209 28

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.		1880
	To amount brought forward	\$209 23
March 1.	—Schooner <i>Ada</i> of P. E. Island, paid for the passage of one of the crew from Halifax to St. John's, sick.....	3 00
[7.	—Schooner <i>Frank</i> of Placentia, Jackman master, paid for dieting four of the crew at Burin	4 80
19.	—Brigantine <i>Ida</i> of St. John's, Honeywell master, paid the Dominion Government on account of crew...	128 23
27.	—Brigantine <i>Garland</i> of Cupids, George Smith owner, paid for the passage of eight of the crew from Halifax	24 00
		160 03
April 9.	—Captain Cross and the crew of the steamer <i>Hercules</i> , paid John Kane, cabman, on account cab hire	2 00
13.	—Brigantines <i>Fling</i> and <i>Heron</i> of St. John's, paid on account of a telegram sent to Mr. Carew.....	00 33
	Forwarded	\$2 33
		\$369 26

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.

To amount brought forward.....	\$2 33	\$369 26
April 15.—Brigantine <i>R. S. C.</i> of Greenspond, Winsor master, lost at the ice, paid for dieting seventy of the crew....	56 00	
20.—Brigantine <i>R. S. C.</i> of Greenepond, Winsor master, paid for clothing of a part of the crew	12 40	
29.—Brigantine <i>R. S. C.</i> of Greenspond, Winsor master, paid the owners of steamer <i>Hercules</i> for conveying the crew, seventy, home	160 00	
And paid for provisions for the crew while on board	29 60	
30.—Brigantine <i>Heron</i> of St. John's, Bowden master, paid for eight of the crew at St. Mary's, forty-six meals, at 8d. per man	6 14	
Schooner <i>Fling</i> of St. John's, Col- lins master, paid for dieting seven of the crew, \$0 94, and horse hire, \$1 00.....	1 94	
Forwarded.....		268 41
34		\$637 67

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.		\$637 67.
	To amount brought forward.....	
May 1.	—Brigantine <i>Heron</i> of St. John's, Bowden master, paid for dieting eight of the crew at St. Mary's....	3 20.
	Schooner <i>Fling</i> of St. John's, Collins master, paid for dieting eight of the crew, sixty-four meals, at 8d per meal.....	8 54
	3.—Schooner <i>Britannia</i> of St. John's, Smith master, paid for the passage of six of the crew from Channel to Burin	6 30
	5.—Schooner <i>Fling</i> of St. John's, Collins master, paid John Nowlan of St. Mary's for twelve meals for the crew, at 8d. per-meal	1 60
	15.—Brigantine <i>Heron</i> of St. John's, Bowden master, paid Thos. Nowlan, Lee and Murphy, for cab hire and diet for crew.....	13 00
	Schooner <i>Fling</i> of St. John's, Collins master, paid Matthew Carew of Salmonier for sleigh hire and dieting the crew.....	9 70
	Forwarded.....	\$42 34
		\$637 67.

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward.....	\$42 34	\$637 67.
May 19.—	Brigantine <i>Heron</i> of St. John's, Bowden master, paid Mr. Murphy of Salmonier for sleigh hire on ac- count of crew.....	4 80	
	Schooner <i>Fling</i> of St. John's, Col- lins master, paid on account of the crew for sleigh hire and dieting...	28 14	
20.—	Brigantine <i>Heron</i> of St. John's, and schooner <i>Fling</i> of St. John's, paid Edward Lee for dieting eight of the crew.....	2 40	
	Schooner <i>Britannia</i> of St. John's, Smith master, paid for dieting six of the crew, fifteen days each, at \$0 40 per day.....	36 00	
27.—	Schooner <i>Fling</i> of St. John's, Col- lins master, paid Edward Lee for sleigh hire for crew.....	3 00	
31.—	Schooner <i>Edward Albro</i> of P. E. Island, wrecked at Cape Broyle, paid for cab hire and diet for two of the crew.....	4 40	
	Forwarded.....		121 18
			\$758 85.

 SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.		
	To amount brought forward	\$758 85
June 10.	--John Dunphy, annual allowance for services on account of shipwrecked crews.....	\$40 00
	Schooner <i>St. Patrick</i> of Trinity Bay, paid for diet and conveying luggage and travelling expenses.....	9 60
14.	--Schooner <i>Industry</i> of Notre Dame Bay, Knight master, paid for dieting sixteen of the crew three days, at \$0 40 each.....	19 20
15.	--Schooner <i>Belle Brandon</i> of Nova Scotia, paid for conveying one of crew to the fever hospital	4 00
18.	--Schooner <i>Fling</i> of St. John's, Collins master, paid John Veitch of Holyrood on account of eight of the crew.....	16 13
	Brigantine <i>Heron</i> of St. John's, Bowden master, paid John Veitch of Holyrood on account of eight of the crew	12 14
	Forwarded	\$101 07
		\$758 85

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.			
	To amount brought forward.....	\$161 07	\$758 75
June 26.	—Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid for diet, cab hire and passage home, twenty persons.....	44 10	
	28.—Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid Lucy Bulger of Portugal Cove for dieting twenty persons.....	3 00	
			148 17
July 23.	—Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid J. & W. Stewart and others, Greenspond, on account of crew.....	55 38	
	29.—Schooner <i>Amelia</i> of St. John's, Curran master, paid three of the crew to get to Holyrood, \$1.00 each	3 00	
	Brigantine <i>Garland</i> of St. John's, McLean master, Smith of Cupids owner, paid the Board of Trade, London, this amount on account of crew.....	101 10	
			159 48
	Forwarded		\$1,066 40

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.		\$1,066 40
	To amount brought forward.....	
Sept. 1.—	Schooner <i>Mary Maud</i> of Little Bay, Harder master, paid Edward Walsh, Lamalide, dieting one of the crew	\$8 40
10.—	Schooner <i>Mary Maud</i> of Little Bay, Herder master, paid Robert Walsh of Lamaline, on account of three of the crew.....	2 40
21.—	Schooner <i>Brothers</i> of Tilton Harbor, Brien master, paid for the passage of four men from Catalina to St. John's, thence home.....	8 00
28.—	Schooner <i>Brothers</i> of Tilton Harbor, Brien master, paid for the passage of seven of the crew from Bonavista to St. John's.....	4 90
	And paid for passage of two of the crew from St. John's to Fogo.....	7 00
		30 70
Oct. 5.—	Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid for the passage of twenty persons from Greenspond to St. John's	40 00
9.—	Schooner <i>Mary Maud</i> of Little Bay, Herder master, paid Edward Walsh, Lamaline, dieting one of the crew eight days.....	3 20
	Forwarded.....	\$43 20
		\$1,097 10

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward....	\$43 20	\$1,097 10
29.—	Schooner <i>Energy</i> of Spaniard's Bay, Gosse master, paid owners steamer <i>Hercules</i> for passage of eight of the crew, eight days, at 2s. per day	25 60	
30.—	William Collins, a shipwrecked sailor, paid on his account at Placentia	1 00	
			69 80
Nov. 2.—	Schooner <i>Brothers</i> of Tilton Harbor, Brien master, paid Joseph Brown, Bonavista, dieting seven of the crew	4 27	
6.—	Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid for dieting and passage of twenty-five persons from Cat Harbor to Greenspond...	42 50	
8.—	Brigantine <i>Heron</i> of St. John's, Bowden master, paid Edward Walsh, St. Mary's, on account of crew	24 00	
	Brigantines <i>Heron</i> and <i>Fling</i> of St. John's, paid Laurence Murphy of half-way house, on account of sixteen of the crews, all told.....	2 40	
	Forwarded	\$73 17	\$1,166 90

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward	\$73 17	\$1,166 90
Nov. 13.—	Schooner <i>Brothers</i> of Tilton Harbor, Brien master, paid for five of the crew at Catalina, for diet.....	3 34	
16.—	Brigantine <i>Ida</i> of St. John's, Honeywell master, paid the Board of Trade, London, on account of the crew	50 75	
	Schooner <i>Belle</i> of St. John's, Hynes master, paid one of the crew to get from St. John's to Harbor Main	2 00	
17.—	Schooner <i>Mayflower</i> of St. John's, Parsons master, paid for passage and diet of sixteen persons from Labrador to North Shore	115 20	
19.—	Schooner <i>Voyager</i> of Carbonear, Badcock master, paid on account of two of the crew to get to Carbonear.....	3 00	
20.—	Schooner <i>Voyager</i> of Carbonear, Badcock master, paid owners of steamer <i>Hercules</i> for passage of four of the crew.....	3 20	
	Forwarded	\$250 66	\$1,166 90

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.

To amount brought forward.....	\$250 66	\$1,166 90
Nov. 20.—Schooner <i>Five Brothers</i> of Western Bay, John Walsh master, paid for passage and diet of six men and two women home.....	57 30	
Schooner <i>Amelia</i> of St. John's, Curran master, of Holyrood, paid for the passage of seven of the crew from Byron's Bay to Emily Harbor.....	10 80	
24.—Schooner <i>Belle</i> of St. John's, Hynes master, paid for passage of eleven persons from Greenspond to St. John's.....	7 70	
27.—Schooner <i>Kate</i> of Harbor Grace, Alcock master, paid six of the crew to get to Harbor Grace, \$1 50 each	9 00	
Schooner <i>Duck</i> of Harbor Grace, McCarthy master, paid for taking three of the crew from Greenspond to Labrador.....	9 60	
		345 06
Forwarded.....		\$1,511 96

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.

	To amount brought forward.....	\$1,511 96
Dec. 1.—	Schooner <i>Trial</i> of St. John's, Le Drew master, paid three of the crew to get to Brigus \$1.20 each	\$3 60
	Schooner <i>Messenger</i> of Port-de-Grave, lost at Labrador, paid one of the crew to get to Brigus.....	1 20
2.—	Schooner <i>Ellen</i> of St. John's, Duggan master, paid for the passage of eight of the crew from Labrador to Holyrood.....	33 60
3.—	Schooner <i>Messenger</i> of Port-de-Grave, Seward master, paid one of the crew to get to Salmon Cove....	1 20
	Schooner <i>Voyager</i> of Carbonear, Badcock master, paid for diet of four of the crew, one day each, at 40 cents.....	1 60
7.—	Schooner <i>Kate</i> of Harbor Grace, Alcock master, paid diet at Burin and passage of the crew from Burin to St. John's	19 10
	Forwarded.....	\$60 30
		\$1,511 96

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward.....	\$60 30	\$1,511 96
Dec. 13.—	Schooner <i>Brothers</i> of Tilton Harbor, Breen master, paid for dieting two of the crew at Catalina	1 34	
14.—	Schooner <i>Lizzie</i> of ———, Butt master, lost at Salvage, Bonavista Bay, paid on account of one of the crew	2 40	
17.—	Schooner <i>Trial</i> of St. John's, Ledrew master, paid for provisions supplied to three of the crew at Greenspond	4 20	
22.—	Brigantine <i>Lady Louisa</i> of Harbor Grace, Pike master, paid five of the crew to get from St. John's to Harbor Grace, 6s. each.....	6 00	
23.—	Brigantine <i>Lady Louisa</i> of Harbor Grace, Pike master, paid for the passage of five of the crew from New York.....	28 80	
24.—	Schooner <i>Royal Arch</i> of P. E. Island, Noel master, paid for conveying six of the crew from Bay Bulls to St. John's	8 00	
	Forwarded	\$111 04	\$1,511 96

SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

1880.	To amount brought forward	\$111 04	\$1,511 96
28.—	Schooner <i>Trial</i> of St. John's, Le-Drew master, paid for the passage of three of the crew from Greenspond to St. John's.....	2 10	
	Schooner <i>Messenger</i> of Port-de-Grave, Seward master, paid for passage of five of the crew from King's Cove to St. John's	3 50	
	Schooner <i>Garibaldi</i> of Harbor Grace, Butler master, paid for dieting two of the crew while in St. John's.....	2 00	
			118 64
			<u>\$1,630 60</u>

 SHIPWRECKED CREWS.

Statement of Expenditure on account of Shipwrecked Crews, for the year ending 31st December, 1880.

CR.

1880.

March 31.—By amount of Warrant.....	\$369 26
July 1.—“ “ “	540 06
October 1.—“ “ “	190 18
Dec. 31.—“ “ “	531 10
	<hr/>
	\$1,630 60
	<hr/>

E. & O. E.

St. John's, Newfoundland,
December 31st, 1880.

JOHN CASEY,
Commissioner of Poor.

JOHN DUNPHY,
Accountant.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

STATEMENT

FOR THE YEAR ENDING 1900

Presented to the Board of Directors of the State of New York at the meeting held on the 15th day of January, 1901.

Balance forward	\$1,000.00
Receipts from the State	100.00
Receipts from the Board	50.00
Receipts from other sources	10.00
Total Receipts	160.00
Disbursements	(10.00)
Balance on hand	\$1,050.00

At John's New York, December 31st, 1900.

JOHN GABBY,
Commissioner of the State.

JOHN DORRITY,
Accountant.

Examined and found correct,
THOMAS GLEN,
Auditor of the State.

CUSTOMS RETURNS

FORM OF A FORM RETURN

A consolidated account of taxable goods imported in the port and the various articles and amounts

TABLE

Animals: Oxen and Cows
Horses, Mares, &c.

CUSTOMS' RETURNS.

Alc. Potash, &c.

Apples

Apples (dried)

Bacon, Ham, Tongues, Lard and Butter

Beef and Veal, Heads, Feet and Hocks (salted and cured)

Biscuits

Boils

Cash, empty (second-hand) under 50 gallons

Cash, empty (second-hand) over 50 gallons

Second-hand Cash Boxes, measurement, 50 per 100

Second-hand Cash Boxes, measurement, 50 per 100

Chocolates

Chocolate and Cocoa

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS,
*A Consolidated Account of Dutiable Goods imported in the year ended
the various Articles and Amount*

ARTICLES IMPORTED.

Animals : Oxen and Cows.....	.....
Horses, Mares, &c.....	.....
Pigs and Calves.....	.....
Ale, Porter, Cider and Perry.....	.....
Apples .....	.....
Apples (dried).....	.....
Bacon, Hams, Tongues, Smoked Beef and Sausages.....	.....
Beef and Pigs' Heads, Feet and Hocks (salted and cured).....	.....
Biscuit .....	.....
Butter.....	.....
Casks, empty, (second-hand) under 45 gallons.....	.....
Casks, empty, (second-hand) over 45 gallons.....	.....
Second-hand Cask Staves, manufactured, \$5 per 100.....	.....
Second-hand Cask Staves, manufactured, \$1.20 per 100.....	.....
Cheese .....	.....
Chocolate and Cocoa.....	.....

 CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

31st December, 1880, shewing the aggregate Quantities and Value of
of Duty collected thereon.

QUANTITY.	VALUE.	DUTY.
4,263 No.	\$93,110 50	\$4,655 52
237 No.	455 10
296 No.	68 08
43,277 gallons.	4,327 70
6,893 barrels.	2,067 90
11,354 lbs.	113 54
1,497 $\frac{5}{8}$ cwts.	2,995 25
4,889 barrels.	2,933 40
2,612 cwts.	417 92
18,500 "	20,720 00
917 No.	366 80
103 "	128 75
1,650 "	82 50
2,050 "	24 60
764 cwts.	1,146 00
31,411 lbs.	1,256 44

CUSTOMS' RETURNS.

PORT OF ST. JOHN'S, OUTPORTS,

*A Consolidated Account of Dutiable Goods imported in the year ended
the various Articles and Amount*

ARTICLES IMPORTED.

Cigars.....	.....
Coffee.....	.....
Confectionary.....	.....
Carriages and Waggon.....	.....
Feathers and Feather Beds.....	.....
Tobacco Stems for Snuff.....	.....
Flour.....	.....
Fruit (dried).....	.....
Fruit, other descriptions except Apples.....	.....
Leather.....	.....
Lumber.....	.....
Molasses.....	.....
Meat and Poultry.....	.....
Oatmeal.....	.....
Oil, Kerosene.....	.....
Indian Meal.....	.....

GUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

31st December, 1880, shewing the aggregate Quantities and Value of of Duty collected thereon.

QUANTITY.	VALUE.	DUTY.
406 $\frac{3}{4}$ M.	\$5,424 00	\$1,345 02
123,964 lbs.	.....	3,718 92
671 $\frac{1}{2}$ cwts.	.....	2,350 26
Value.	1,574 00	314 80
25,918 lbs.	.....	1,295 90
65 $\frac{3}{4}$ cwts.	.....	32 88
297,484 barrels.	.....	59,496 80
293,620 lbs.	.....	11,744 80
Value.	6,992 60	349 63
“	143,178 00	15,749 58
4,760 M. feet.	.....	4,760 00
663,058 gallons.	.....	39,783 48
Value.	24,784 50	1,239 22
1,661 barrels.	.....	332 20
6,225 brls. 250,412 gallons.	.....	10,016 48
13,177 barrels.	.....	1,826 55

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS.

*A Consolidated Account of Dutiable Goods imported in the year ended
the various Articles and Amount*

	ARTICLES IMPORTED.	
Pork.....		
Peas.....		
Salt.....		
Shingles.....		
Staves, manufactured and dressed.....		
Staves, undressed.....		
Spirits, viz.: Brandy.....		
Undefined Spirits.....		
Whiskey.....		
Cordials		
Rum		
Gin		
Sugar, viz.: Refined.....		
Unrefined		
Bastard		
Tallow.....		

 CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

31st December, 1880, shewing the aggregate Quantities and Value of
of Duty collected thereon.

QUANTITY.	VALUE.	DUTY.
31,037 barrels.	\$31,037 00
3,985 "	597 75
50,790½ tons.	10,158 10
6,866 M.	2,746 40
Value.	\$2,628 00	525 60
"	19,712 25	1,576 98
7,038 gallons.	11,260 80
408½ "	653 60
4,384½ "	6,576 75
732½ "	586 00
65,379 "	65,379 00
5,778½ "	6,934 20
1,220¾ cwts.	4,272 63
14,907¾ "	29,814 75
449 "	1,122 50
Value.	2,012 00	100 60

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS,

*A Consolidated Account of Dutiable Goods imported in the year ended
the various Articles and Amount*

ARTICLES IMPORTED.

Tea, viz. : Souchong, Congou and Bohea.....	120 14
Timber.....	20 14
Tobacco, manufactured and partly manufactured.....	100 14
Leaf and Stems.....	16 00
Vinegar.....	00 50 00
Wines, viz.: Champagne	50 11 00
Port, Madeira.....	10 14 00
Sherry and Manzanilla	1 00 00
Claret.....	1 00 00
Spanish Red, Denia, Sicilian, Red Lisbon, Figueira, Lisbon Common and Cape.....	10 14 00
Hock and Light Rhenish Wines	1 00 00
Montilla and Malaga, over 80 cents.....	1 00 00
Montilla and Malaga, under 80 cents.....	1 00 00
All other Wines	1 00 00
Sweet or Fancy Biscuits and Crackers, 13 per cent.....	1 00 00

CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

*31st December, 1880, shewing the aggregate Quantities and Value of
of Duty collected thereon.*

QUANTITY.	VALUE.	DUTY.
746,967 lbs.	.....	\$37,348 35
591½ tons.	.....	177 45
67,816 lbs.	.....	9,494 24
256,035 lbs.	.....	26,883 68
4,601 gallons.	.....	460 10
172 "	.....	344 00.
As \$1.20 1,786 gals. } " 1.50 509 " } 2,295 "	.....	2,906 70
1,637 "	\$2,341 00	1,765 93
743 "	.....	222 90
2,516 "	.....	754 80
177 "	.....	106 20
721 "	.....	216 30
10 "	68 00	16 50
.....	5,262 30	684 10

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS,

A Consolidated Account of Dutiable Goods imported in the year ended the various Articles and Amount

ARTICLES IMPORTED.

Goods, Wares and Merchandize, enumerated, to pay duty at the rate of	
8 per cent	
Goods not otherwise enumerated or described, 13 per cent.....	
Goods not otherwise enumerated or described, 20 per cent.....	

CUSTOM HOUSE,
 St. John's, Newfoundland,
 December 31st, 1880.

CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

31st December, 1880, shewing the aggregate Quantities and Value of
of Duty collected thereon.

QUANTITY.	VALUE.	DUTY.
.....	\$580,688 73	\$42,454 70
.....	1,822,248 08	236,892 24
.....	78,751 36	15,750 28
Total .....	.....	\$746,027 15
15 per cent. on Duties...	.....	\$111,904 06
Total Duties .....	.....	\$857,931 21

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS,

Dr. *A Consolidated Account Current of Receipts*

1880.		
Jan. 1.—To	Outport balances from last year, viz. :	
	Twillingate.....	\$510 60
	Fogo.....	1,341 60
	Trinity.....	1,420 36
	Catalina.....	260 44
	Carbonear.....	2,457 18
	Harbor Grace.....	6,685 86
	Brigus.....	256 51
	Portugal Cove.....	40 96
	Ferryland.....	51 65
	St. Mary's.....	40 00
	Placentia.....	45 92
	Lamaline.....	34 55
	Grand Bank.....	225 76
	Harbor Briton.....	321 41
	Gaultois.....	3,244 04
	Burgeo.....	511 56
	Lapoile.....	249 69
	Channel.....	385 73
	St. Jacques.....	17
	Bay St. George.....	851 21
	Bay of Islands.....	640 15
	Presque.....	5 00
	Western Bay.....	3 94
	King's Cove.....	87
		\$19,585 12
Dec. 31.—To	Duties on Goods imported, viz. :	
	St. John's.....	\$615,388 81
	Outports.....	130,638 34
	Local Distillation.....	678 00
	15 per cent. on Duties.....	112,005 76
	Forwarded.....	\$858,710 91
		\$19,585 12

CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

and Payments, for the year ended 31st December, 1880.

Cr.

1880.			
Jan. 1.—By balances from last year, viz.:			
Cape Race Tolls.....			\$76 19
“ Outports, viz.:			
Tiltcove and Béttscove....	\$1,344 89		
Bay Roberts	29 91		
Holyrood	3 95		
Trepassey	7 20		
Rose Blanche.....	7 11		
Bonnebay	79 20		
Flowerscove.....	55 48		
Channel.....	148 60		
			1,676 34
Dec. 31.—By Drawbacks, St. John's.....	4,308 08		
Outports.....	429 47		
“ Overentries, St. John's.....	530 26		
“ Returned duties “	1,205 50		
“ Outports.....	108 34		
			6,581 65
“ Incidental expenses, viz.:			
St. John's.....	1,773 16		
Outports	1,854 75		
			3,627 91
“ Salaries, viz.:			
St. John's, Officers	11,059 64		
“ Tidewaiters...	7,387 50		
“ Boatmen	3,560 00		
“ Excise.....	120 00		
			23,027 14
“ Surveyors of Lumber for certificates.....			44 50
“ Salaries, viz.:			
Labrador, Officers.....			1,264 19
Outport, “	19,524 38		
Tidewaiters	1,429 53		
Boatmen	1,546 08		
			22,499 99
Superannuation.....			480 00
Forwarded.....			\$59,277 91

CUSTOMS' RETURNS.

PORTS OF ST. JOHN'S, OUTPORTS,

Dr.

A Consolidated Account Current of Receipts

1880.			
	Amount brought forward....	\$858,710 91	\$19,585 12
Dec. 31.—To	Fines and Forfeitures	53 41	
	“ Surcharges on Outport ac- counts	203 41	
			858,967 73
	“ Light Dues, viz. :		
	St. John's.....	17,755 74	
	Outports	13,315 35	
			31,071 09
	“ Harbor Master's Dues.....		1,877 00
	“ Balance to next year's ac- count, viz. :		
	Cape Race Tolls.....		45 61
	“ Outport balances, viz. :		
	Bay Roberts	29 80	
	Rose Blanche.....	14 73	
	Brigus	91 59	
	St. Jacques.....	58 46	
	St. Mary's.....	7 42	
	Blanc Sablon	94 02	
	Oderin	7 50	
	Flowers Cove.....	91 27	
	St. Lawrence.....	2 65	
	Western Bay	18 45	
	Harbor Briton.....	65 46	
			481 35
			\$912,027 90

CUSTOM HOUSE,
St. John's, Newfoundland,
December 31st, 1880.

CUSTOMS' RETURNS.

LABRADOR AND BLANC SABLON.

and Payments, for the year ended 31st December, 1880. Cr.

1880.	Amount brought forward.....		\$59,277 91
Dec. 31.—	By Treasury Department, am't transferred :		
	Cash	\$428,238 11	
	Bonds	407,620 99	
			835,859 10
	“ Outport balances to next year, viz.:		
	Twillingate	507 56	
	Little Placentia.....	2 83	
	Fogo	1,660 62	
	Lamaline	57 87	
	Tiltcove and Bettscove...	193 30	
	Grandbank	72 54	
	Trinity	503 15	
	Gaultois.....	1,093 76	
	Catalina.....	52 76	
	Burgeo.....	321 06	
	Carbonear.....	1,655 46	
	Lapoile	592 30	
	Harbor Grace.....	8,010 91	
	Channel	657 67	
	Holyrood	18 36	
	Boonebay.....	90 67	
	Portugal Cove	116 59	
	Bay St George.....	522 86	
	Ferryland	105 28	
	Bay of Islands.....	548 31	
	Placentia	11 03	
	Presque	5 00	
			16,890 89
			\$912,027 90

I certify that the foregoing Account is just and true in every particular, to the best of my knowledge and belief.

CUSTOMS' RETURNS.

TOTAL VALUE, IN CURRENCY, OF THE IMPORTS AND EACH COUNTRY, IN

COUNTRIES.	Total Imports therefrom,
UNITED KINGDOM.....	\$2,595,892 00
BRITISH COLONIES, VIZ.:	
Jersey.....	\$23,848 00
Canada	814,231 00
New Brunswick.....	1,668 00
Nova Scotia.....	877,991 00
Prince Edward Island.....	79,155 00
British West Indies.....	178,714 00
Gibraltar.....	.....
Malta.....	.....
Total	\$1,975,607 00

CUSTOMS' RETURNS.

EXPORTS OF THE COLONY OF NEWFOUNDLAND, FROM
THE YEAR 1880.

EXPORTS THERETO.		
Produce and Manufactures of the Colony.	British, Foreign, and other Colo- nial Produce and Manufactures.	Total.
\$1,745,525 00	\$11,461 00	\$1,756,986 00
\$20,030 00	\$702 00	\$20,732 00
107,133 00	112 00	107,245 00
.....		
268,481 00	21,870 00	290,351 00
6,148	505 00	6,653 00
252,489 00	3,564 00	256,053 00
110,538 00	.....	110,538 00
12,740 00	.....	12,740 00
<u>\$777,559 00</u>	<u>\$26,753 00</u>	<u>\$804,312 00</u>

CUSTOMS' RETURNS.

TOTAL VALUE, IN CURRENCY, OF THE IMPORTS AND
EACH COUNTRY, IN

COUNTRIES.	Total Imports therefrom.
FOREIGN COUNTRIES, VIZ.:	
France.....	\$5 00
Italy.....	308 00
Spain.....	178,907 00
Portugal.....	47,439 00
Sicily.....	11,841 00
Hamburg.....	3,283 00
Spanish West Indies.....	62,407 00
Brazil.....	.....
Sweden.....	.....
Greece.....	.....
Madeira.....	.....
St. Pierre.....	20,870 00
United States.....	2,069,684 00
Total.....	\$2,394,744 00
United Kingdom.....	\$2,595,892 00
British Colonies.....	1,975,607 00
Foreign Countries.....	2,394,744 00
Grand Total.....	\$6,966,243 00

CUSTOMS' RETURNS.

EXPORTS OF THE COLONY OF NEWFOUNDLAND, FROM
THE YEAR 1880.—(Concluded.)

EXPORTS THERETO.		
Produce and Manufactures of the Colony.	British, Foreign, and other Colonial Produce and Manufactures.	Total.
\$24,904 00	.....	\$24,904 00
120,065 00	.....	120,065 00
384,496 00	.....	384,496 00
649,314 00	.....	649,314 00
30,706 00	.....	30,706 00
450 00	.....	450 00
38,048 00	\$30 00	38,078 00
1,422,431 00	12,635 00	1,435,066 00
13,201 00	.....	13,201 00
18,200 00	.....	18,200 00
3,519 00	.....	3,519 00
20,656 00	1,990 00	22,646 00
822,210 00	11,644 00	333,854 00
<u>\$3,048,200 00</u>	<u>\$26,299 00</u>	<u>\$3,074,499 00</u>
\$1,745,525 00	\$11,461 00	\$1,756,986 00
777,559 00	26,753 00	804,312 00
3,048,200 00	26,299 00	3,074,499 00
<u>\$5,571,284 00</u>	<u>\$64,513 00</u>	<u>\$5,635,797 00</u>

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
<p>Ale, Beer, Porter, Cider, &c.</p>	United Kingdom.....	Gals. 41,323
	Jersey.....	86
	Canada.....	193
	Nova Scotia.....	135
	Hamburg ,.....	296
		42,033
<p>Animals, viz , Horses.....</p>	Canada	No. 5
	Nova Scotia	218
	P. E. Island.....	14
		237
<p>Oxen and Cows.....</p>	Canada	No. 11
	Nova Scotia	3,977
	P. E. Island.....	171
	St. Pierre	4
	United States.....	100
	4,263	

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Gals. 42,567	\$16,529	40 cents per gallon.	.....	10 cents per gallon.
86	34	“	.....	“
193	77	“	.....	“
135	54	“	.....	“
296	119	“	.....	“
43,277	\$16,813	.....	\$4,327 70	
No. 5	\$350	\$70 00	.....	\$2 30
281	15,260	“	.....	“
14	980	“	.....	“
237	\$16,590	.....	\$545 10	
No. 11	\$300	Declared.	.....	5 per cent.
3,977	82,854	“	.....	“
171	4,485	“	.....	“
4	47	“	.....	“
100	5,424	“	.....	“
4,263	\$93,110	.....	\$4,655 53	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Pigs and Calves.....	Nova Scotia.....	No. 279
	P. E. Island.....	17
		296
Sheep.....	Nova Scotia.....	No. 5,210
	P. E. Island.....	247
		5,457
Apothecaries' Wares.....	United Kingdom.....	\$2,680
	United States.....	525
		\$3,205
Apples, green.....	Canada.....	Brls. 1,221
	Nova Scotia.....	2,780
	St. Pierre.....	13
	United States.....	2,879
		6,893

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
No. 279	\$837	\$3 00	.....	23 cents.
17	51	"	.....	"
296	\$888	.....	\$68 08	
No. 5,210	\$15,630	\$3 00		
247	741	"		
5,457	\$16,371	.....	Free.	Free.
\$2,680	\$2,680	Declared.	.....	13 per cent.
525	525	"	.....	"
\$3,205	\$3,205	.....	\$416 65	
Brls. 1,221	\$3,663	\$3. per brl.	.....	30 cents per
2,780	8,340	"	.....	brl.
13	39	"	.....	"
2,879	8,637	"	\$2,067 90	"
6,893	20,679			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
		Lbs.
Apples, dried.....	Canada.....	97
	Nova Scotia.....	1,980
	United States.....	9,277
		11,354
Articles for Religious purposes	United Kingdom.....	\$19,570
	Nova Scotia.....	1,296
	United States.....	1,000
		\$21,865
Bacon and Hams.....	United Kingdom.....	Cwt. 179
	Canada.....	166
	Nova Scotia.....	162½
	United States.....	984½
	P. E. Island	5½
		1,497½
Bagging and Brin	United Kingdom	\$9,874

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
I.bs.				
97	\$10	10 cents per	.....	1 cent per lb.
1,980	198	lb.	.....	"
9,277	927	"	.....	"
11,354	\$1,135	.....	\$113 54	
\$19,570	\$19,570	Declared.		
1,295	1,295	"		
1,000	1,000	"		
\$21,865	\$21,865	.....	.....	Free.
Cwt.				
179	\$2,327	\$13 per cwt.		
166	2,158	"		
162½	2,119	"		
984½	12,805	"		
5½	65	"		
1,497½	\$19,474	.....	\$2,995 25	\$2 per cwt.
\$9,874	\$9,874	Declared.	\$789 92	8 per cent.

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Barley.....	United Kingdom.....	\$469
	Canada.....	25
	Nova Scotia.....	50
	P. E. Island.....	3,928
	United States.....	161
		\$4,633
Beef and Pigs' Heads....		Brls.
	Canada.....	425
	Nova Scotia.....	290
	United States.....	4,174
		4,889
Biscuit.....		Cwt.
	United Kingdom.....	520
	Canada.....	1,691
	Nova Scotia.....	192
	St. Pierre.....	112
	United States.....	97
		2,612

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$469	\$469	Declared.	.....	8 per cent.
25	25	"	.....	"
50	50	"	.....	"
3,928	3,928	"	.....	"
161	161	"	.....	"
\$4,633	\$4,633	.....	\$370 64	
Brls.				
425	\$5,100	\$12 per brl.	.....	60 cents per
290	3,480	"	.....	brl.
4,174	50,088	"	.....	"
4,889	\$58,668	.....	\$2,933 40	
Cwt.				
520	\$2,080	\$4 per cwt.	.....	16 cents per
1,691	6,764	"	.....	cwt.
192	768	"	.....	"
112	388	"	.....	"
97	448	"	.....	"
2,612	\$10,448	.....	\$417 92	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Blocks	United Kingdom.....	\$267
	Jersey.....	88
	United States.....	243
		\$598
Block Tin.....	United Kingdom.....	\$15,170
	Nova Scotia	5,427
	United States.....	151
	St. Pierre	5,183
	\$25,931	
Books, printed.....	United Kingdom.....	\$11,970
	Nova Scotia	4,450
	United States.....	435
	\$16,855	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$267 88 243	\$267 88 243	Declared. " "	..... ..... .....	20 per cent. " "
\$598	\$598	.....	\$119 60	
\$15,170 5,427 151 5,183	\$15,170 5,427 151 5,183	Declared. " " "	..... ..... ..... .....	8 per cent. " " "
\$25,931	\$25,931	.....	\$2,074 48	
\$11,970 4,450 435	11,970 4,450 435	Declared. " "	..... ..... .....	Free. " "
\$16,855	\$16,855			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Bricks	United Kingdom.....	\$3,230
	Canada	243
	Nova Scotia.....	192
	Hamburg.....	138
	Italy.....	308
	United States.....	572
Bran.....	Canada.....	\$110
	Nova Scotia.....	9
	United States.....	308
		\$427
Butter	United Kingdom.....	Cwt. 651
	Jersey.....	5
	Canada	3,875
	Nova Scotia	5,929
	P. E. Island.....	114½
	Hamburg	50
	St. Pierre	19
	United States.....	7,856½
		\$18,500

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$3,230	\$3,230	Declared.	.....	13 per cent.
243	243	"	.....	"
192	192	"	.....	"
138	138	"	.....	"
308	303	"	.....	"
572	572	"	.....	"
\$4,683	\$4,683	.....	\$608 79	
\$110	\$110	Declared.	.....	8 per cent.
9	9	"	.....	"
308	303	"	.....	"
\$427	\$427	.....	\$34 16	
Cwt.				
651	\$10,937	15 cents per lb.	.....	\$1.12 per cwt
5	84	"	.....	"
3,875	65,100	"	.....	"
5,929	99,607	"	.....	"
114½	1,924	"	.....	"
50	840	"	.....	"
19	319	"	.....	"
7,856½	131,989	"	.....	"
18,500	\$310,800	.....	\$20,720 00	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Bullion and Specie	United Kingdom.....	\$48,000
	Nova Scotia.....	1,454
		\$49,454
Cabinet Wares	United Kingdom.....	\$7,583
	Nova Scotia.....	673
	United States.....	2,280
		\$10,536
Canned Meats.....	United Kingdom	\$1,357
	Nova Scotia.....	380
	United States.....	3,798
		\$5,535
Canned Fruits	Nova Scotia.....	\$90
	United States.....	517
		\$607

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$48,000 1,454	\$48,000 1,454	Declared. "	..... .....	Free. "
\$49,454	\$49,454			
\$7,583 673 2,280	\$7,583 673 2,280	Declared. " "	..... ..... .....	13 per cent. " "
\$10,536	\$10,536	.....	\$1,369 68	
\$1,357 380 3,798	\$1,357 380 3,798	Declared. " "	..... ..... .....	13 per cent. " "
\$5,535	\$5,535	.....	\$719 55	
\$90 517	\$90 517	Declared. "	..... .....	13 per cent. "
\$607	\$607	.....	\$78 91	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Canvass	United Kingdom.....	\$37,461
	Nova Scotia	1,617
	St. Pierre	4
	United States.....	29,748
		\$68,830
Candles	United Kingdom.....	\$929
	Nova Scotia	9,314
	United States.....	1,501
		\$11,744
Casks, empty, under 45 gallods		No.
	United Kingdom.....	510
	Jersey.....	203
	Canada.....	95
	Nova Scotia.....	91
St. Pierre.....	18	
		917

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$37,461 1,617 4 29,748	\$37,461 1,617 4 29,748	Declared. " " "	..... ..... ..... .....	8 per cent. " " "
\$68,830	\$68,830	.....	\$5,506 40	
\$929 9,314 1,501	\$929 9,314 1,501	Declared. " "	..... ..... .....	20 per cent. " "
\$11,744	\$11,744	.....	\$2,348 80	
No. 510 203 95 91 18	\$306 122 57 54 11	60 cents. " " " "	..... ..... ..... ..... .....	40 cents. " " " "
917	\$550	.....	\$366 80	

CUSTOMS RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Casks, empty, over 45 gallons	United Kingdom.....	No. 7
	Jersey.....	52
	Nova Scotia.....	44
	.....	103
Cask Staves, 2nd-hand, at \$5 per hundred.....	United Kingdom.....	No. 1,650
Cask Stanes, 2nd-hand, at \$1.20 per hundred	United Kingdom.....	No. 2,050
Carriages and Waggon	United Kingdom.....	\$812
	Canada.....	50
	Nova Scotia	712
	.....	\$1,574

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
No. 7	\$14	\$2 00	.....	\$1 25
52	104	"	.....	"
44	88	"	.....	"
103	\$206	.....	\$128 75	
No. 1,650	\$99	\$60 per M.	\$82 50	\$5 per hund.
No. 2,050	\$41	\$20 per M.	\$24 60	\$1.20 per hd.
\$812	\$812	Declared.	.....	20 per cent.
50	50	"	.....	"
712	712	"	.....	"
\$1,574	\$1,574	.....	\$314 80	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Cheese	United Kingdom.....	Cwt. 113
	Canada	627
	Nova Scotia.....	17
	United States.....	7
		764
Chocolate and Cocoa....	United Kingdom.....	Lbs. 31,234
	Jersey.....	112
	Nova Scotia.....	65
		31,411
Cigars	United Kingdom.....	M. 130 $\frac{3}{4}$
	Canada.....	120
	Nova Scotia.....	107
	Jersey.....	4
	Hamburg.....	4 $\frac{1}{2}$
	Spanish West Indies...	10
	United States.....	30 $\frac{1}{2}$
		406 $\frac{3}{4}$

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Cwt.				
113	\$1,582	\$14 per cwt.	.....	\$1.50 per
627	8,778	"	.....	cwt.
17	288	"	.....	"
7	98	"	.....	"
764	\$10,696	.....	\$1,146	
Lbs.				
31,234	\$3,748	12 cts. per lb.	.....	4 cts per lb.
112	13	"	.....	"
65	8	"	.....	"
31,411	\$3,769	.....	\$1,256 44	
No.				
130 $\frac{3}{4}$	\$2,122	Declared,	.....	\$2.64 per M.
120	711	"	.....	and 5 per cent
107	1,530	"	.....	advalorem.
4	22	"	.....	"
4 $\frac{1}{2}$	87	"	.....	"
10	104	"	.....	"
30 $\frac{1}{2}$	848	"	.....	"
406 $\frac{3}{4}$	\$5,424	.....	\$1,345 02	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Clocks and Watches.....	United Kingdom.....	\$3,149
	Canada.....	18
	Nova Scotia.....	431
	United States.....	1,990
		\$4,588
Coals	United Kingdom.....	Tons. 16,921
	Jersey.....	166
	Nova Scotia	58,799
	United States	995
		76,881
Codfish, dry.....	Nova Scotia	Qtls. 2,642
Coffee.....	United Kingdom	Lbs. 108,757
	Canada.....	2,070
	Nova Scotia	3,261
	Spanish West Indies.....	
	United States.....	3,840
		117,928

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$3,149	\$3,149	Declared.	.....	13 per cent.
18	18	"	.....	"
431	431	"	.....	"
1,990	1,990	"	.....	"
\$5,588	\$5,588	.....	\$726 44	
Tons.				
16,921	\$67,684	\$4 per ton.	.....	Free.
166	664	"	.....	"
58,709	235,196	"	.....	"
995	3,980	"	.....	"
76,881	\$307,524			
Qtls.				
2,642	\$7,926	\$3 00	For transshipment	Free.
Lbs.				
108,757	\$21,751	20 cents per lb.	3 cents per
2,070	415	"	lb.
3,261	652	"	"
6,306	"	"
3,840	768	"	"
123,964	\$23,586	\$3,718 92	

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CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Confectionary	United Kingdom.....	Cwt. 642
	Nova Scotia'.....	1
	United States.....	28½
		671½
Cordage	United Kingdom.....	\$77,802
	Jersey.....	1,632
	Canada.....	4,659
	Nova Scotia.....	4,729
	St. Pierre.....	638
	United States.....	10,435
		\$99,895
Corks and Corkwood	United Kingdom.....	\$1,049
	Nova Scotia	347
	Spain.....	223
	Portugal.....	2,123
		\$3,742

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Cwt. 642 1 28½	\$15,408 24 684	\$24 per cwt. " "	..... ..... .....	\$3.50 per cwt " "
671½	\$16,116	.....	\$2,350 25	
\$77,802 1,632 4,659 4,729 638 10,435	\$77,802 1,632 4,659 4,729 638 10,435	Declared. " " " " "	..... ..... ..... ..... ..... .....	8 per cent. " " " " "
\$99,895	\$99,895	.....	\$7,991 60	
\$1,049 347 223 2,123	\$1,049 347 223 2,123	Declared. " " "	..... ..... ..... .....	18 per cent. " " "
\$3,742	\$3,742	.....	\$299 36	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Earthenware.....	United Kingdom.....	\$19,637
	Jersey.....	119
	Nova Scotia.....	234
	United States.....	51
		\$20,041
Fancy Biscuit.....	United Kingdom.....	\$191
	Canada.....	467
	Nova Scotia.....	3,486
	United States.....	1,118
		\$5,262
Feathers.....		Lbs.
	Nova Scotia.....	80
	Spain.....	202
	United States.....	25,636
		25,918

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$19,637	\$19,637	Declared.	.....	13 per cent.
119	119	"	.....	"
234	234	"	.....	"
51	51	"	.....	"
\$20,041	\$20,041	.....	\$2,605 33	
\$191	\$191	Declared.	.....	13 per cent.
467	467	"	.....	"
3,486	3,486	"	.....	"
1,118	1,118	"	.....	"
\$5,262	\$5,262	.....	\$684 10	
Lbs.				
80	\$10	12 cts. per lb.	.....	5 cts. per lb.
202	24	"	.....	"
25,636	3,076	"	.....	"
25,918	\$3,110	.....	\$1,295 90	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Fishing Tackle, 8 per cent.....	United Kingdom.....	\$116,914
	Jersey.....	3,048
	Nova Scotia.....	1,531
	St. Pierre	568
	United States.....	18,118
		\$140,179
Fishing Tackle, free.....	United Kingdom.....	\$29,062
	St. Pierre	180
	United States.....	140
		\$29,382
Flour.....	United Kingdom.....	Brls. 50
	Canada.....	92,530
	Nova Scotia.....	7,435
	United States	196,435
	St. Pierre	1,034
		297,484

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rhte and when imposed.
\$116,914	\$116,914	Declared.	.....	8 per cent.
3,048	3,048	"	.....	"
1,531	1,531	"	.....	"
568	568	"	.....	"
18,118	18,118	"	.....	"
\$140,179	\$140,179	.....	\$11,214 32	
\$29,062	\$29,062	Declared.	.....	Free.
180	180	"	.....	"
140	140	"	.....	"
\$29,382	\$29,382			
Brls				
50	\$250	\$5 per brl.	.....	20 cents per brl.
92,530	462,650	"	.....	"
7,435	37,175	"	.....	"
196,435	982,175	"	.....	"
1,034	5,170	"	.....	"
\$297,484	\$1,487,420	.....	\$59,496 80	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Fruit, dried	United Kingdom.....	Lbs. 252,410
	Jersey.....	2,954
	Nova Scotia.....	6,427
	Spain.....	5,327
	Portugal.....	1,250
	Sicily.....	116
	St. Pierre.....	152
	United States.....	32,284
		300,920
Fruit, other descriptions, except Apples	United Kingdom.....	\$5,231
	Canada.....	140
	Nova Scotia	1,013
	Spain	379
	Portugal	18
	United States.....	212
		\$6,993
Glassware.....	United Kingdom.....	\$14,772
	Nova Scotia	34
	United States.....	7,748
		\$22,554

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Lbs.				
245,110	\$25,241	10 cts. per lb.	.....	4 cts per lb.
2,954	295	"	.....	"
6,427	643	"	.....	"
5,327	533	"	.....	"
1,250	125	"	.....	"
116	12	"	.....	"
152	15	"	.....	"
32,284	3,228	"	.....	"
293,620	\$30,092	.....	\$11,744 80	
\$5,231	\$5,231	Declared.	.....	5 per cent.
140	140	"	.....	"
1,013	1,013	"	.....	"
379	379	"	.....	"
18	18	"	.....	"
212	212	"	.....	"
\$6,993	\$6,993	.....	\$349 63	
\$14,772	\$14,772	Declared.	.....	13 per cent.
34	34	"	.....	"
7,748	7,748	"	.....	"
22,554	\$22,554	.....	\$2,932 02	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Grindstones	United Kingdom.....	\$509
Guns.....	United Kingdom.....	\$1,924
	United States	544
		\$2,468
Hardware	United Kingdom	\$106,581
	Jersey.....	457
	Canada.....	1,661
	Nova Scotia	13,893
	United States.....	29,538
	St. Pierre.....	311
		\$152,441
Hay and Straw	Canada.....	\$2,192
	Nova Scotia	5,344
	P. E. Island.....	902
		\$8,438

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$509	\$509	Declared.	\$66 17	13 per cent.
\$1,924 544	\$1,924 544	Declared. "	..... .....	13 per cent. "
\$2,468	\$2,468	.....	\$320 84	
\$106,581 457 1,661 13,893 29,538 311	\$106,581 457 1,661 13,893 29,538 311	Declared. " " " " "	..... ..... ..... ..... ..... .....	13 per cent. " " " " "
\$152,441	\$152,441	.....	\$19,817 33	
\$2,192 5,344 902	\$2,192 5,344 902	Declared. " "	..... ..... .....	13 per cent. " "
\$8,438	\$8,438	.....	\$1,096 94	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Herring, smoked.....	Nova Scotia	Boxes. 1,380
	P. E. Island.....	128
		1,508
Hoop Iron.....	United Kingdom.....	\$4,493
Indiarubberware.....	United Kingdom.....	\$1,284
	Canada.....	2,409
	Nova Scotia	350
	United States.....	3,227
Indian Corn.....	United States.....	\$7,270
		\$2,489
Indian Meal.....	Canada	Brls. 1,661
	Nova Scotia	1,428
	United States.....	9,088
		12,177

CUSTOMS' RETURNS.

NEWFOUNDLAND; FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Boxes. 1,380 128	\$2,760 256	\$2 per box. "	..... .....	Free. "
1,508	\$3,016			
\$4,493	\$4,493	Declared.	\$359 44	8 per cent.
\$1,284 2,409 350 3,227	\$1,284 2,409 350 3,227	Declared. " " "	..... ..... ..... .....	13 per cent. " " "
\$7,270	\$7,270	.....	\$945 10	
\$2,489	\$2,489	.....	\$199 12	8 per cent.
Brls. 1,661 1,428 9,088	\$5,398 4,641 29,536	\$3.25 per brl. " "	..... ..... .....	15 cents per brl. "
12,177	\$39,575	.....	\$1,826 55	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Iron—Bar, Bolt, Sheet, &c.....	United Kingdom.....	\$40,730
	Jersey.....	348
	Nova Scotia.....	1,536
	St. Pierre	103
	United States.....	1,428
		\$44,145
Lard.....	United Kingdom.....	\$91
	Canada.....	191
	Nova Scotia.....	429
	United States.....	711
		\$1,422
Laths.....	Nova Scotia.....	\$967
	St. Pierre	192
		\$1,159

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$40,730	\$40,730	Declared.	.....	8 per cent.
348	348	"	.....	"
1,536	1,536	"	.....	"
103	103	"	.....	"
1,428	1,428	"	.....	"
\$44,145	\$44,145	.....	\$3,531 80	
\$91	\$91	Declared.	.....	13 per cent.
191	191	"	.....	"
429	429	"	.....	"
711	711	"	.....	"
\$1,422	\$1,422	.....	\$184 86	
\$967	\$967	Declared.	.....	13 per cent.
192	192	"	.....	"
\$1,159	\$1,159	.....	\$150 67	

CUSTOMS RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Lead,.....	United Kingdom.....	\$4,016
	Jersey.....	24
	Nova Scotia.....	312
		\$4,352
Leather.....	United Kingdom.....	\$10,267
	Jersey.....	71
	Canada.....	7,867
	Nova Scotia.....	45,089
	P. E. Island.....	2,549
	St. Pierre.....	18
	United States.....	77,317
	\$143,178	
Leatherware.....	United Kingdom.....	\$41,705
	Jersey.....	1,569
	Canada.....	46,298
	Nova Scotia.....	36,025
	St. Pierre.....	640
	United States.....	6,512
	\$132,749	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$4,016	\$4,016	Declared	.....	13 per cent.
24	24	"	.....	"
312	312	"	.....	"
\$4,352	\$4,352	.....	\$565 76	
\$10,267	\$10,267	Declared.	.....	11 per cent.
71	71	"	.....	"
7,867	7,867	"	.....	"
45,098	45,089	"	.....	"
2,549	2,549	"	.....	"
18	18	"	.....	"
77,317	77,317	"	.....	"
\$143,178	\$143,178		\$15,749 58	
\$41,705	\$41,705	Declared.	.....	13 per cent.
1,569	1,569	"	.....	"
46,298	46,298	"	.....	"
36,025	36,025	"	.....	"
640	640	"	.....	"
6,512	6,512	"	.....	"
\$132,749	\$132,749	.....	\$17,257 37	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Limestone	United Kingdom.....	\$497
"	British West Indies....	13
		\$510
Lumber.....	United Kingdom.....	M. 1
"	Jersey.....	13
"	Canada.....	671½
"	Nova Scotia	3,802
"	New Brunswick.....	142½
"	P. E. Island.....	75½
"	St. Pierre.....	24
"	United States.....	30½
		4,760
Machinery.....	United Kingdom	\$3,842
"	Nova Scotia	2,596
"	St. Pierre.....	157
"	United States	2,835
		\$9,430

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$497 13	\$497 13	Declared. "	..... .....	13 per cent. "
\$510	\$510	.....	\$66 30	
M. 1 13 671½ 3,802 142½ 75½ 24 30½	\$10 130 6,715 38,820 1,425 755 240 305	\$10 per M. " " " " " " "	..... ..... ..... ..... ..... ..... ..... .....	\$1 per Mille. " " " " " " "
\$4,760	\$47,600	.....	\$4,760 00	
\$3,842 2,596 157 2,835	\$3,842 2,596 157 2,835	Declared. " " "	..... ..... ..... .....	8 per cent. " " "
\$9,430	\$9,430	.....	\$754 40	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Masts and Spars.....	Canada	\$1,094
	Nova Scotia	1,265
	St. Pierre	153
		\$2,512
Meat and Poultry	Canada.....	\$495
	Nova Scotia.....	18,034
	P. E. Island.....	5,894
	United States.....	361
		\$24,784
Medicine.....	United Kingdom.....	\$17,277
	Jersey.....	35
	Canada.....	5,436
	Nova Scotia	791
	Hamburg.....	445
	United States.....	1,906
	\$25,889	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$1,049	\$1,049	Declared.	.....	8 per cent.
1,265	1,265	"	.....	"
153	153	"	.....	"
\$2,512	\$2,512	.....	\$200 96	
\$495	\$495	Declared.	.....	5 per cent.
18,034	18,034	"	.....	"
5,894	5,894	"	.....	"
361	361	"	.....	"
\$24,784	\$24,784	.....	\$1,239 22	
\$17,277	\$17,277	Declared.	.....	8 per cent.
35	35	"	.....	"
5,436	5,436	"	.....	"
791	791	"	.....	"
445	445	"	.....	"
1,905	1,905	"	.....	"
\$23,889	\$23,889	.....	\$2,071 12	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Miscellaneous Articles, 13 per cent.....	United Kingdom.....	\$63,502
	Jersey.....	218
	Canada.....	696
	Nova Scotia.....	5,421
	British West Indies.....	107
	Hamburg.....	432
	Spain.....	179
	St. Pierre.....	57
	United States.....	13,614
		\$84,226
Miscellaneous Articles, free	United Kingdom.....	\$29,080
	Jersey.....	900
	Canada.....	685
	Nova Scotia.....	4,900
	United States.....	6,640
		\$42,205

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$63,502	\$63,502	Declared.	.....	13 per cent.
218	218	"	.....	"
696	696	"	.....	"
5,421	5,421	"	.....	"
107	107	"	.....	"
432	432	"	.....	"
179	179	"	.....	"
57	57	"	.....	"
13,614	13,614	"	.....	"
\$84,226	\$84,226	.....	\$10,949 38	
\$29,080	\$29,080	Declared.	.....	Free.
900	900	"	.....	"
685	685	"	.....	"
4,900	4,900	"	.....	"
6,640	6,640	"	.....	"
\$42,205	\$42,205			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Molasses	United Kingdom.....	Gals. 39,916
	Jersey.....	8,217
	Canada.....	4,238
	Nova Scotia	25,590
	British West Indies....	463,771
	Spanish West Indies...	43,804
	St. Pierre.....	3,773
	United States.....	80,856
		670,165
Nails	United Kingdom.....	\$33,553
	Jersey.....	181
	Canada.....	1,467
	Nova Scotia	1,287
	St. Pierre	87
	United States.....	1,831
		\$38,406
Oakum.....	United Kingdom.....	\$4,904
	Jersey.....	28
	Nova Scotia.....	7
	United States.....	353
		\$5,292

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Gals.				
39,916	\$13,971	35 cents per	.....	6 cents per
8,217	2,876	gal.	.....	gal.
4,238	1,483	"	.....	"
25,590	8,956	"	.....	"
471,004	162,320	"	.....	"
35,064	15,331	"	.....	"
3,773	1,321	"	.....	"
75,256	28,300	"	.....	"
663,058	\$234,558	.....	\$39,783 48	
\$33,553	\$33,553	Declared.	.....	8 per cent.
181	181	"	.....	"
1,467	1,467	"	.....	"
1,287	1,287	"	.....	"
87	87	"	.....	"
1,831	1,831	"	.....	"
\$38,406	\$38,406	.....	\$3,072 48	
\$4,904	\$4,904	Declared.	.....	8 per cent.
28	28	"	.....	"
7	7	"	.....	"
353	353	"	.....	"
\$5,292	\$5,292	.....	\$423 36	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Oats	Canada.....	\$1,739
	Nova Scotia	6,485
	P. E. Island.....	17,470
		\$25,694
Oatmeal.....	United Kingdom.....	Brls. 228
	Canada	1,213
	Nova Scotia	73
	P. E. Island	47
	United States	100
		1,661
Oils, viz., Linseed	United Kingdom	\$17,987
	Jersey.....	290
	Nova Scotia.....	264
	\$18,541	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$1,739 6,485 17,470	\$1,739 6,485 17,470	Declared. " "	..... ..... .....	8 per cent. " "
\$25,694	\$25,694	.....	\$2,055 52	
Brls. 228 1,213 73 47 100	\$1,026 5,458 329 211 450	\$4.50 per brl. " " " "	..... ..... ..... ..... .....	20 cents. " " " "
1,661	\$7,474	.....	\$332 20	
\$17,987 290 264	\$17,987 290 264	Declared. " "	..... ..... .....	13 per cent. " "
\$18,541	\$18,541	.....	\$2,410 33	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Oil, Olive.....	United Kingdom.....	\$2,213
	Spain.....	962
	Portugal.....	1,035
	Sicily.....	744
	United States.....	722
		\$5,676
Oil, Kerosene.....	Canada	Brls. 15
	Nova Scotia	67
	United States.....	6,143
		6,225
Oysters	Nova Scotia	Brls. 309
	P. E. Island.....	101
	United States.....	82
		492

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$2,213 962 1,035 744 722	\$2,213 962 1,035 744 722	Declared. " " " "	..... ..... ..... ..... .....	13 per cent. " " " "
\$5,676	\$5,676	.....	\$737 88	
Gals. 586 2,517 247,309	\$117 503 49,462	20 cts. per gal. " "	..... ..... .....	4 cts. per gal. " "
250,412	\$50,082	.....	\$10,016 48	
Brls. 309 101 82	\$618 202 164	\$2 per brl. " "	..... ..... .....	Free. " "
492	\$984			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Paint.....	United Kingdom.....	\$18,381
	Jersey.....	271
	Canada.....	127
	Nova Scotia.....	202
	United States.....	5,375
		\$24,356
Palings.....	Nova Scotia.....	\$73
Paper, manufactured	United Kingdom.....	\$34,805
	Nova Scotia.....	3,061
	Canada.....	2,747
	United States.....	3,391
		\$44,004
Paper, printing	United Kingdom.....	\$2,700
	Canada.....	455
	Nova Scotia.....	1,290
		\$4,445

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$18,381	\$18,381	Declared.	.....	13 per cent.
271	271	"	.....	"
127	127	"	.....	"
202	202	"	.....	"
5,375	5,375	"	.....	"
\$24,356	\$24,356	.....	\$3,166 28	
\$73	\$73	Declared.	\$9 49	13 per cent.
\$34,805	\$34,805	Declared.	.....	13 per cent.
3,061	3,061	"	.....	"
2,747	2,747	"	.....	"
3,391	3,391	"	.....	"
\$44,004	\$44,004	.....	\$5,720 52	
\$2,700	\$2,700	Declared.	.....	Free.
455	455	"	.....	"
1,290	1,290	"	.....	"
\$4,445	\$4,445			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
		Brls.
Peas	United Kingdom.....	168
"	Canada.....	3,755
"	Nova Scotia	52
"	United States.....	10
		3,985
Pictures, 13 per cent.....	United Kingdom.....	\$726
Pictures, free.....	United Kingdom.....	\$84
"	Nova Scotia.....	190
		\$274
Pitch and Tar	United Kingdom.....	\$5,721
"	Jersey.....	135
"	Nova Scotia	246
"	United States.....	4,945
		\$11,047

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Brls. 168 3,755 52 10	\$672 15,020 208 40	\$4 per brl. " " "	..... ..... ..... .....	15 cents per brl. " "
3,985	\$15,940	.....	\$597 75	
\$726	\$726	Declared.	\$94 38	13 per cent.
\$84 190	\$84 190	Declared. "	..... .....	Free. "
\$274	\$274			
\$5,721 135 246 4,945	\$5,721 135 246 4,945	Declared. " " "	..... ..... ..... .....	8 per cent. " " "
\$11,047	\$11,047	.....	\$883 76	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Plate and Jewelry	United Kingdom.....	\$8,177
	Nova Scotia	66
	Hamburg	458
	United States	343
		\$9,044
Pork.....	United Kingdom	Brls. 31
	Canada	6,430
	Nova Scotia	719
	P. E. Island	46
	St. Pierre.....	56
	United States.....	23,755
		31,037
Potatoes	United Kingdom.....	Bush. 1,500
	Nova Scotia.....	17,295
	P. E. Island.....	116,505
	St. Pierre	920
		136,220

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$8,177	\$8,177	Declared.	.....	13 per cent.
66	66	"	.....	"
458	458	"	.....	"
343	343	"	.....	"
\$9,044	\$9,044	.....	\$1,175 72	
Brls.				
31	\$434	\$14 per brl.	.....	\$1 per brl.
6,430	90,020	"	.....	"
719	10,066	"	.....	"
46	644	"	.....	"
56	784	"	.....	"
23,755	332,570	"	.....	"
31,087	\$434,518	.....	\$31,037 00	
Bush.				
1,500	\$450	13 cts. per bus.	.....	Free.
17,295	5,188	"	.....	"
116,505	34,952	"	.....	"
920	276	"	.....	"
136,220	\$40,866			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.	
Powder	United Kingdom.....	\$8,786	
	Jersey.....	149	
	Nova Scotia	4,993	
	United States.....	3,268	
		\$17,196	
Rice	United Kingdom.....	\$7,502	
	Jersey.....	100	
	Nova Scotia	174	
		\$7,776	
Readymade Clothing	United Kingdom.....	\$39,611	
	Jersey.....	442	
	Canada	1,037	
	Nova Scotia	2,039	
	St. Pierre	46	
	United States.....	5,110	
		\$48,285	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		Duty.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$8,786	\$8,786	Declared.	.....	13 per cent.
149	149	"	.....	"
4,993	4,993	"	.....	"
3,268	3,268	"	.....	"
\$17,196	\$17,196	.....	\$2,235 48	
\$7,502	\$7,502	Declared.	.....	8 per cent.
100	100	"	.....	"
174	174	"	.....	"
\$7,776	\$7,776	.....	\$622 08	
\$39,611	\$39,611	Declared.	.....	20 per cent.
442	442	"	.....	"
1,037	1,037	"	.....	"
2,039	2,039	"	.....	"
46	46	"	.....	"
5,110	5,110	"	.....	"
\$48,285	\$48,285	.....	\$9,657 00	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
		Tons.
Salt	United Kingdom.....	4,175
	Jersey.....	255
	Canada.....	13
	Nova Scotia.....	1,255
	Spanish West Indies...	1,246
	Spain.....	34,054
	Portugal.....	7,329
	Sicily.....	2,217
	St. Pierre	228
	United States.....	18
		50,790
		Mille.
Shingles.....	Canada.....	159
	New Brunswick.....	121½
	Nova Scotia.....	6,469½
	P. E. Island.....	41
	St. Pierre.....	75
		6,866

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Tons.				
4,175	\$20,875	\$5 per ton.	.....	20 cents per
255	1,275	“	.....	ton.
13	65	“	.....	“
1,255	6,275	“	.....	“
1,246	6,230	“	.....	“
34,054	170,270	“	.....	“
7,329	36,645	“	.....	“
2,217	11,085	“	.....	“
228	1,140	“	.....	“
18	90	“	.....	“
50,790	\$253,950	.....	\$10,158 10	
Mille.				
159	\$318	\$2 per Mille.	.....	40 cents per
121½	243	“	.....	mille.
6,469½	12,939	“	.....	“
41	82	“	.....	“
75	150	“	.....	“
6,866	\$13,732	.....	\$2,746 40	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Shot	United Kingdom.....	\$6,179
	Jersey.....	125
	Nova Scotia	24
		\$6,328
Soap	United Kingdom.....	\$12,328
	Jersey.....	423
	Canada.....	1,572
	Nova Scotia.....	663
	United States.....	10,204
		\$25,190
Spirits, viz., Brandy.....	United Kingdom.....	Gals. 6,350½
	Jersey.....	4
	Canada.....	1,088
	Nova Scotia.....	2,975½
	St. Pierre.....	2
		10,420

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$6,179	\$6,179	Declared.	.....	13 per cent
125	125	"	.....	"
24	24	"	.....	"
\$6,328	\$6,328	.....	\$822 64	
\$12,328	\$12,328	Declared.	.....	13 per cent.
423	423	"	.....	"
1,572	1,572	"	.....	"
663	663	"	.....	"
10,204	10,204	"	.....	"
\$25,190	\$25,190	.....	\$3,274 70	
Gals.				
5,396½	\$12,701	\$2 per gal.	.....	\$1.60 per gal
4	8	"	.....	"
439	2,176	"	.....	"
1,196½	5,951	"	.....	"
2	4	"	.....	"
7,038	\$20,840	.....	\$11,260 80	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Spirits, viz., Cordials.....	United Kingdom.....	Gals. 697
	Jersey.....	18
	Nova Scotia.....	4
	France.....	6½
	Spain.....	6
	St. Pierre.....	6
	United States.....	6
		743½
Gin.....	United Kingdom.....	Gals. 5,251
	Jersey.....	302
	Nova Scotia.....	115
	P. E. Island.....	42
	St. Pierre.....	68½
		5,778½

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Gals.				
686	\$558	80 cts. per gal.	.....	80 cents per gal.
18	14	“	.....	“
4	3	“	.....	“
6½	5	“	.....	“
6	5	“	.....	“
6	5	“	.....	“
6	5	“	.....	“
732½	\$595	.....	\$586 00	
Gals.				
5,251	\$6,564	\$1.25 per gal.	.....	\$1.20 per gal.
302	377	“	.....	“
115	144	“	.....	“
42	53	“	.....	“
68½	86	“	.....	“
5,778½	\$7,224	.....	\$6,934 20	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Spirits, viz., Rum.....	United Kingdom.....	Gals. 11,237
	Jersey.....	370
	Nova Scotia	25,819
	British West Indies....	12
	Spanish West Indies...	30,112
	St. Pierre	183
	United States.....	4,220
		71,953
Undefined.....	United Kingdom.....	Gals. 23
	Nova Scotia.....	4
	Hamburg.....	244
		271
Whiskey.....	United Kingdom.....	Gals. 5,824½
	Canada .....	.....
	Nova Scotia.....	144
		5,968½

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Gals. 8,771	\$11,237	\$1 per gal.	.....	\$1 per gal.
370	370	"	.....	"
15,355	25,819	"	.....	"
92	12	"	.....	"
37,168	30,112	"	.....	"
183	183	"	.....	"
3,440	4,220	"	.....	"
65,379	\$71,953	.....	\$65,379 00	
Gals. 23	\$46	\$2 per gal.	.....	\$1.60 per gal.
141½	8	"	.....	"
244	488	"	.....	"
408½	\$542	.....	\$653 60	
Gals. 4,170½	\$8,737	\$1.50 per gal.	.....	\$1.50 per gal.
120	.....	"	.....	"
94	216	"	.....	"
4,384½	\$8,953	.....	\$6,576 75	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Staves, manufactured & dressed	United Kingdom.....	\$653
	Canada.....	436
	Nova Scotia.....	295
	United States.....	1,244
		\$2,628
Staves, undressed.....	Canada.....	\$14,313
	Nova Scotia.....	227
	United States.....	5,172
	\$19,712	
Stoneware.....	United Kingdom.....	\$1,509
	Canada.....	522
	United States.....	1,176
	\$3,207	

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
\$653	\$653	Declared.	.....	20 per cent.
436	436	“	.....	“
295	295	“	.....	“
1,244	1,244	“	.....	“
\$2,628	\$2,628	.....	\$525 60	
\$14,313	\$14,313	Declared.	.....	8 per cent.
227	227	“	.....	“
5,172	5,172	“	.....	“
\$19,712	\$19,712	.....	\$1,576 98	
\$1,509	\$1,509	Declared.	.....	13 per cent.
522	522	“	.....	“
1,176	1,176	“	.....	“
\$3,207	\$3,207	.....	\$416 91	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Sugars, viz., Bastard.....	United Kingdom.....	Cwt. 514
	St. Pierre.....	1
		515
Refined	United Kingdom.....	Cwt. 111
	Jersey.....	3
	Nova Scotia.....	22½
	St. Pierre	1¼
	United States.....	2,098½
		1,236¼
Unrefined.....	United Kingdom.....	Cwt. 12,019¾
	Canada.....	4
	Nova Scotia	61¾
	British West Indies.....	1,254
	Spanish West Indies...	2,107½
	St. Pierre.....	18¾
	United States.....	98¾
	15,563¾	

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Cwt. 448 1	\$4,112 8	\$8 per cwt. "	.....	\$2.50 per cwt "
449	\$4,120	.....	\$1,122 50	
Cwt 91 3 22½ 1½ 1,103	\$1,110 30 225 13 10,985	\$10 per cwt. " " " "	..... ..... ..... ..... .....	\$3.50 per cwt " " " "
1,220½	\$12,363	.....	\$4,272 63	
Cwt. 11,392½ 4 249¾ 1,332¾ 1,799¾ 18% 110%	\$96,155 32 494 10,032 16,860 149 787	\$8 per cwt. " " " " " "	..... ..... ..... ..... ..... ..... .....	\$2 per cwt. " " " " " "
14,907¾	\$124,509	.....	\$29,814 75	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Tallow and Palm Oil ...	United Kingdom.....	\$115
	Nova Scotia	92
	United States.....	1,805
		\$2,012
Teas.....	United Kingdom	Lbs. 731,534
	Jersey	6,226
	Canada.....	840
	Nova Scotia	30,058
	St. Pierre.....	1,432
	United States	24,944
		762,432
Timber	Nova Scotia.....	Tons. 582
	St. Pierre	9½
		591½

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$115 92 1,805	\$115 92 1,805	Declared. " "	..... ..... .....	5. per cent. " "
\$2,012	\$2,012	.....	\$100 60	
Lbs. 687,055 6,226 840 26,470 1,432 24,944	\$182,884 1,557 210 7,514 358 6,236	25 cents per lb " " " " "	..... ..... ..... ..... ..... .....	5 cents per lb. " " " " "
714,365	\$198,759	.....	\$37,348 35	
Tons. 582 9½	\$2,910 47	\$5 per ton. "	..... .....	30 cents per ton.
591½	\$2,957	.....	\$177 45	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
		Lbs.
Tobacco, manufactured..	United Kingdom.....	2,528
	Jersey.....	1,015
	Canada	16,448
	Nova Scotia.....	15,235
	P. E. Island.....	1,215
	St. Pierre	558
	United States.....	20,393
		57,392
		Lbs.
Tobacco, leaf.	Canada.....	5,675
	Nova Scotia .....	.....
	United States.....	646,384
		652,059
		Cwt.
Tobacco Stems, for snuff	Nova Scotia	65½

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Lbs.				
2,528	\$505	20 cts. per lb.	.....	14 cents per lb.
1,015	203	“	.....	“
20,510	3,290	“	.....	“
23,375	3,047	“	.....	“
1,215	243	“	.....	“
558	111	“	.....	“
18,606	4,079	“	.....	“
67,816	\$11,478	.....	\$11,478 00	
Lbs.				
8,250	\$568	10 cts. per lb.	.....	10½ cents per lb.
36,885	.....	“	.....	lb.
210,900	64,638	“	.....	“
256,035	\$65,206	.....	\$9,494 24	
Cwt.				
65½	\$526	\$8 per cwt.	\$32 88	50 cts. per cwt

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Turpentine and Varnish	United Kingdom.....	\$1,633
	Jersey	46
	Canada	668
	Nova Scotia.....	612
	St. Pierre.....	115
	United States.....	1,938
		\$5,012
Vinegar.....	United Kingdom.....	Gals. 2,431
	Jersey.....	170
	Nova Scotia.....	562
	St. Pierre	18
	United States.....	1,420
		4,601
Vegetables.....	Canada.....	Bush. 3,325
	Nova Scotia.....	3,770
	P. E. Island	9,225
	Spain.....	230
	Portugal.....	1,530
	United States.....	780
		18,860

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$1,633	\$1,633	Declared.	.....	13 per cent.
46	46	"	.....	"
668	668	"	.....	"
612	612	"	.....	"
115	115	"	.....	"
1,938	1,938	"	.....	"
\$5,012	\$5,012	.....	\$651 56	
Gals.				
2,431	\$486	20 cts. per gal.	.....	10 cts. per gal.
170	34	"	.....	"
562	112	"	.....	"
18	4	"	.....	"
1,420	284	"	.....	"
4,601	\$920	.....	\$460 10	
Bush.				
3,325	\$997	30 cts. per bus.	.....	Free.
3,770	1,131	"	.....	"
9,225	2,768	"	.....	"
230	69	"	.....	"
1,530	459	"	.....	"
780	284	"	.....	"
18,860	\$5,658			

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Wines, viz., Champagne	United Kingdom.....	Gals. 98
	Port Wine, at \$1.50...	Gals. 156
	Portugal.....	114
		270
Port Wine, at \$1.20...	United Kingdom.....	Gals. 358
	Portugal	3,403
		3,761
Claret.....	United Kingdom.....	Gals. 481
	Jersey.....	192
	Canada.....	18
	St. Pierre.....	135
		826

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Gals. 172	\$490	\$5 per gal.	\$344 00	\$2 per gal.
Gals. 256	\$312	\$2 per gal.	.....	\$1.50 per gal.
253	228	"	.....	"
509	\$540	.....	\$763 50	
Gals. 347	\$716	\$2 per gal.	.....	\$1.20 per gal.
1,439	6,806	"	.....	"
1,786	\$7,522	.....	\$2,906 70	
Gals. 414	\$481	\$1 per gal.	.....	30 cts. per gal.
192	192	"	.....	"
36	18	"	.....	"
101	135	"	.....	"
743	\$826	.....	\$222 90	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Wines, viz., Malaga and Montilla, under 80 cts	United Kingdom.....	Gals. 181
	Canada.....	.....
	Spain	198
		379
Other descriptions	United Kingdom	Gals.
	Nova Scotia	2
		2
Hock and Rhenish	United Kingdom.....	Gals. 140
	Hamburg	87
		227

CUSTOMS RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
Gals. 98	\$181	\$1 per gal.	.....	30 cents per gal.
623	198	"	.....	"
721	\$379	.....	\$216 30	
\$ 60 8 8 2	\$2	\$1 per gal. "	..... .....	90 cents per gal., and 12½ per cent advalorem.
\$68 10	\$2	.....	\$16 50	
Gals. 90 87	\$140 87	\$1 per gal. "	..... .....	60 cents per gal.
177	\$227	.....	\$106 20	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence imported.	Total Quantities Imported.
Wines, viz., Spanish Red, Denia, Figueira, Sici- lian, &c.....	United Kingdom.....	Gals. 473
	Canada.....	.....
	Spain.....	40
		513
Sherry and Manzanilla	United Kingdom.....	Gals. 739
	Spain.....	2,991
		3,730
Woollens and Cottons...	United Kingdom.....	\$1,084,544
	Jersey.....	4,560
	Canada.....	16,890
	Nova Scotia.....	19,575
	St. Pierre.....	828
	United States.....	39,164
	\$1,165,161	

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home con- sumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calcula- ted officially.)	Gross amount re- ceived in currency.	Rate and when imposed.
Gals. 874 162 1,480	\$473 40	\$1 per gal. " "	..... ..... .....	30 cents per gal. "
2,516	\$513	.....	\$754 80	
\$ Gals. 763 514 1,578 1,123	\$1,478 5,982	\$2 per gal. "	..... .....	90 cents per gal., and 12½ per cent. advalorem.
\$2,341 1,637	\$7,460	.....	\$1,765 93	
\$1,084,544 4,560 16,390 19,575 928 39,164	\$1,084,544 4,560 16,390 19,575 928 39,164	Declared. " " " " "	..... ..... ..... ..... ..... .....	13 per cent. " " " " "
\$1,165,161	\$1,165,161	.....	\$151,470 93	

CUSTOMS' RETURNS.

GENERAL IMPORTS INTO THE COLONY OF

Articles.	Countries whence Imported.	Total Quantities Imported.
Woodwares, 13 per cent	United Kingdom.....	\$6,144
	Jersey	46
	Canada	1,434
	Nova Scotia.....	7,449
	Hamburg.....	189
	St. Pierre.....	365
	United States	13,814
		\$29,441
Woodwares, 20 per cent	United Kingdom.....	\$2,192
	Jersey.....	139
	Canada.....	8,570
	Nova Scotia.....	2,961
	Spain.....	43
	St. Pierre	122
	United States.....	4,097
		\$18,124
Yarns, Wheeling and Alloa	United Kingdom.....	\$5,545

CUSTOMS' RETURNS.

NEWFOUNDLAND, FOR THE YEAR 1880.

Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
	Of total Imports.	Average price fixed for the value (if calculated officially.)	Gross amount received in currency.	Rate and when imposed.
\$6,144	\$6,144	Declared.	.....	13 per cent.
46	46	"	.....	"
1,434	1,434	"	.....	"
7,449	7,449	"	.....	"
189	189	"	.....	"
365	365	"	.....	"
13,814	13,814	"	.....	"
\$29,441	\$29,441	.....	\$3,827 33	
\$2,192	\$2,192	Declared.	.....	20 per cent.
139	139	"	.....	"
8,570	8,570	"	.....	"
2,961	2,961	"	.....	"
43	43	"	.....	"
122	122	"	.....	"
4,097	4,097	"	.....	"
\$18,124	\$18,124	.....	\$3,624 80	
\$5,545	\$5,545	Declared.	.....	Free.

CUSTOMS' RECEIPTS, 1880.

Consolidated Account.....	\$746,027 15
15 per cent additional.....	111,904 07
	<u>\$857,931 22</u>

ANNUAL REPORT

STATEMENT FOR THE YEAR 1930

DEBIT		CREDIT		BALANCE
TO	BY	TO	BY	
10	100,000	100,000		100,000
"	100,000		100,000	200,000
"	100,000		100,000	300,000
"	100,000		100,000	400,000
"	100,000		100,000	500,000
"	100,000		100,000	600,000
"	100,000		100,000	700,000
"	100,000		100,000	800,000
"	100,000		100,000	900,000
"	100,000		100,000	1,000,000
"	100,000		100,000	1,100,000
"	100,000		100,000	1,200,000
"	100,000		100,000	1,300,000
"	100,000		100,000	1,400,000
"	100,000		100,000	1,500,000
"	100,000		100,000	1,600,000
"	100,000		100,000	1,700,000
"	100,000		100,000	1,800,000
"	100,000		100,000	1,900,000
"	100,000		100,000	2,000,000
"	100,000		100,000	2,100,000
"	100,000		100,000	2,200,000
"	100,000		100,000	2,300,000
"	100,000		100,000	2,400,000
"	100,000		100,000	2,500,000
"	100,000		100,000	2,600,000
"	100,000		100,000	2,700,000
"	100,000		100,000	2,800,000
"	100,000		100,000	2,900,000
"	100,000		100,000	3,000,000
"	100,000		100,000	3,100,000
"	100,000		100,000	3,200,000
"	100,000		100,000	3,300,000
"	100,000		100,000	3,400,000
"	100,000		100,000	3,500,000
"	100,000		100,000	3,600,000
"	100,000		100,000	3,700,000
"	100,000		100,000	3,800,000
"	100,000		100,000	3,900,000
"	100,000		100,000	4,000,000
"	100,000		100,000	4,100,000
"	100,000		100,000	4,200,000
"	100,000		100,000	4,300,000
"	100,000		100,000	4,400,000
"	100,000		100,000	4,500,000
"	100,000		100,000	4,600,000
"	100,000		100,000	4,700,000
"	100,000		100,000	4,800,000
"	100,000		100,000	4,900,000
"	100,000		100,000	5,000,000
"	100,000		100,000	5,100,000
"	100,000		100,000	5,200,000
"	100,000		100,000	5,300,000
"	100,000		100,000	5,400,000
"	100,000		100,000	5,500,000
"	100,000		100,000	5,600,000
"	100,000		100,000	5,700,000
"	100,000		100,000	5,800,000
"	100,000		100,000	5,900,000
"	100,000		100,000	6,000,000
"	100,000		100,000	6,100,000
"	100,000		100,000	6,200,000
"	100,000		100,000	6,300,000
"	100,000		100,000	6,400,000
"	100,000		100,000	6,500,000
"	100,000		100,000	6,600,000
"	100,000		100,000	6,700,000
"	100,000		100,000	6,800,000
"	100,000		100,000	6,900,000
"	100,000		100,000	7,000,000
"	100,000		100,000	7,100,000
"	100,000		100,000	7,200,000
"	100,000		100,000	7,300,000
"	100,000		100,000	7,400,000
"	100,000		100,000	7,500,000
"	100,000		100,000	7,600,000
"	100,000		100,000	7,700,000
"	100,000		100,000	7,800,000
"	100,000		100,000	7,900,000
"	100,000		100,000	8,000,000
"	100,000		100,000	8,100,000
"	100,000		100,000	8,200,000
"	100,000		100,000	8,300,000
"	100,000		100,000	8,400,000
"	100,000		100,000	8,500,000
"	100,000		100,000	8,600,000
"	100,000		100,000	8,700,000
"	100,000		100,000	8,800,000
"	100,000		100,000	8,900,000
"	100,000		100,000	9,000,000
"	100,000		100,000	9,100,000
"	100,000		100,000	9,200,000
"	100,000		100,000	9,300,000
"	100,000		100,000	9,400,000
"	100,000		100,000	9,500,000
"	100,000		100,000	9,600,000
"	100,000		100,000	9,700,000
"	100,000		100,000	9,800,000
"	100,000		100,000	9,900,000
"	100,000		100,000	10,000,000

16 per cent additional 211,004 07
 Consolidated Account 2740,077 08
2,951,081 15

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- facture of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Apples	United Kingdom.....		Brls. 13
Berries	United Kingdom.....	Gals. 1,260	
Berries, preserved	Nova Scotia.....	Cases. 32	
Bearskins	United Kingdom.....	No. 3	
Bread	St. Pierre.....	Cwt. 10	
Butter	United Kingdom.....		Lbs. 18,830
	Nova Scotia		69,170
			88,000
Casks, empty.....	United States.....		No. 240

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Brls. 13	.....	\$39	\$39 00	\$3 per brl.
Gals. 1,260	\$542	.....	\$542 00	20 cts. per gal
Cases. 32	\$160	.....	\$160 00	Declared.
No. 3	\$15	.....	\$15 00	\$5 each.
Cwt. 10	\$40	.....	\$40 00	\$4 per cwt.
Lbs. 18,830	.....	\$3,766	\$3,766 00	20 cts. per lb.
69,170	.....	13,834	13,834 00	"
88,000	.....	\$17,600	\$17,600 00	
No. 240	.....	\$480	\$480 00	\$2 each.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Cigars.....	United Kingdom.....		M. 10
Copper Ore.....	United Kingdom.....	Tons. 22,042	
Copper, Regulus.....	United Kingdom.....	Tons. 21	
Copper, old.....	United Kingdom		Cwt. 207
	Nova Scotia		18
			225
Flour	United Kingdom.....		Bls. 26
	Nova Scotia		22
	Brazil.....		2,525
			2,573

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
M. 10	\$200	\$200 00	\$20 per Mille
Tons. 22,042	\$440,840	.....	\$440,840 00	\$20 per ton.
Tons. 21	\$840	.....	\$840 00	\$40 per ton.
Cwt. 207	\$2,484	\$2,484 00	\$12 per cwt.
18	216	216 00	"
225	\$2,700	\$2,700 00	
Bls. 26	\$130	\$130 00	\$5 per barrel.
22	110	110 00	"
2,525	12,625	12,625 00	"
2,573	\$12,865	\$12,865 00	

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			Average Price.
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	
.....	\$10,180	.....	\$10,180	Declared.
.....	500	.....	500	"
.....	320	.....	320	"
.....	200	.....	200	"
.....	\$11,200	.....	\$11,200	
Qtls.				Per qtl.
42,472	\$101,933	.....	\$101,933	\$2 40
934	2,802	.....	2,802	3 00
546	1,966	.....	1,966	3 60
45,136	117,354	.....	117,354	2 60
82,847	215,402	.....	215,402	2 60
36,846	110,538	.....	110,538	3 00
4,900	12,740	.....	12,740	2 60
109,856	384,496	.....	384,496	3 50
170,872	649,314	.....	649,314	3 80
46,179	120,065	.....	120,065	2 60
11,810	30,706	.....	30,706	2 60
14,498	37,695	.....	37,695	2 60
395,044	1,422,158	.....	1,422,158	3 60
7,000	18,200	.....	18,200	2 60
1,173	3,519	.....	3,519	3 00
15,121	54,075	.....	54,075	3 60
985,134	\$3,282,963	.....	\$3,282,963	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Fish, viz., Pickled Cod...	United Kingdom.....	Cwt.	8
	Nova Scotia.....		187
	Canada.....		142
	United States.....		10
			347
Frozen Cod.....	France.....	Lbs.	28,836
Pickled Herring.....	United Kingdom.....	Brls.	3,175
	Jersey.....		5
	Canada.....		550
	Nova Scotia.....		20,809
	P. E. Island.....		1,563
	British West Indies.....		3,270
	Sweden.....		3,474
	United States.....		9,182
		42,028	

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Cwt.				
8	\$16	.....	\$16	\$2 per cwt.
187	374	.....	374	"
142	284	.....	284	"
10	20	.....	20	"
347	\$694	.....	\$694	
Lbs.				
28,836	\$1,442	.....	\$1,442	5 cents per lb.
Brls.				
3,175	\$12,065	.....	\$12,065	\$3.80 per brl.
5	19	.....	19	"
550	2,090	.....	2,090	"
20,809	7,9074	.....	79,079	"
1,563	5,939	.....	5,939	"
3,270	12,426	.....	12,426	"
3,474	13,201	.....	13,201	"
9,182	34,892	.....	34,892	"
42,028	\$159,706	.....	\$159,706	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Fish, viz., Frozen Herring.....	Nova Scotia.....	Brls. 400	.....

Smoked Herring.....	Nova Scotia.....	.....	.....
Pickled Salmon.....	United Kingdom.....	Tons. 437	.....
	Jersey.....	3	.....
	Canada.....	11	.....
	Nova Scotia.....	358	.....
	British West Indies....	142	.....
	United States.....	1,630	.....
.....	.....	2,581	.....
Frozen Salmon.....	France.....	Lbs. 210,482	.....

Preserved Salmon (in tins).....	United Kingdom.....	Lbs. 1,872	.....
	Nova Scotia.....	1,392	.....
.....	.....	3,264	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Brls. 400	\$1,200	.....	\$1,200	\$3 per brl.
.....	\$36	.....	\$36	Declared.
Trcs. 437	\$8,740	.....	\$8,740	\$20 per trce.
3	60	.....	60	"
11	220	.....	220	"
358	7,160	.....	7,160	"
142	2,840	.....	2,840	"
1,630	32,600	.....	32,600	"
2,581	\$51,620	.....	\$51,620	
Lbs. 210,482	\$21,048	.....	\$21,048	10 cts. per lb.
Lbs. 1,872	\$187	.....	\$187	10 cts. per lb.
1,392	139	.....	139	"
3,264	\$326	.....	\$326	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.		
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.	
Fish, viz., Preserved Salmon in Vinegar....	United Kingdom.....	Kitts.	.....
		272	.....
Pickled Mackarel.....	United Kingdom.....	Brls.	.....
		242	.....
		Nova Scotia.....	422
		British West Indies....	1,062
		Spanish West Indies...	4
		Brazil.....	91
		United States.....	345
		2,166	.....
Pickled Trout.....	Nova Scotia.....	Brls.	.....
		5	.....
		British West Indies....	15
		United States.....	694
		714	.....
Frozen Trout.....	France.....	Lbs.	.....
		920	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Kitts. 272	\$544	.....	\$544	\$2 per kitt.
Brls. 242	\$726	.....	\$726	\$3 per brl.
422	1,266	.....	1,266	"
1,062	3,186	.....	3,186	"
4	12	.....	12	"
91	273	.....	273	"
345	1,035	.....	1,035	"
2,166	\$6,498	.....	\$6,498	
Brls. 5	\$30	.....	\$30	\$6 per brl.
15	90	.....	90	"
694	4,164	.....	4,164	"
714	\$4,284	.....	\$4,284	
Lbs. 920	\$92	.....	\$92	10 cts. per lb.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Fish, viz., Haddock, dry	British West Indies....	Qtls. 584	.....
	Spanish West Indies...	131	.....
		715	.....
Pickled Turbot.....	United Kingdom.....	Brls. 2	.....
Caplin, dry.....	United Kingdom.....	Brls. 88	.....
	Jersey.....	2	.....
	British West Indies....	2	.....
	United States.....	6	.....
		98	.....
Pickled Halibut.....	Nova Scotia	Brl. 1	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Qtls.				
584	\$1,518	.....	\$1,518	\$2.60 per qtl.
131	341	.....	341	"
715	\$1,859	.....	\$1,859	
Brls.				
2	\$20	.....	\$20	\$10 per brl.
Brls.				
88	\$44	.....	\$44	50 th cents per brl.
2	1	.....	1	brl.
2	1	.....	1	"
6	3	.....	3	"
98	\$49	.....	\$49	
Brl.				
1	\$7	.....	\$7	\$7 per brl.

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Fish, viz., Lobsters, preserved (in tins)	United Kingdom.....	Lbs. 472,224	.....
	Nova Scotia.....	401,430	.....
	St. Pierre	206,160	.....
	United States	170,160	.....
			1,249,970
Frozen Lobsters	France.....	Lbs. 46,430	.....
Codroes	United Kingdom.....	Brls. 15	.....
	Jersey.....	38	.....
			53
Tongues and Sounds...	United Kingdom.....	Kegs. 33	.....
	P. E. Island.....	9	.....
	Nova Scotia.....	12	.....
	United States	15	.....
			69

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Lbs.				
472,224	\$47,222	.....	\$47,222	10 cts. per lb.
401,430	40,143	.....	40,143	"
206,160	20,616	.....	20,616	"
170,160	17,016	.....	17,016	"
1,249,970	\$124,997	.....	\$124,997	
Lbs,				
46,430	\$2,322	.....	\$2,322	5 cts. per lb.
Brls.				
15	\$45	.....	\$45	\$3 per brl.
38	114	.....	114	"
53	\$159	.....	\$159	
Kegs.				
33	\$33	.....	\$33	\$1 per keg.
9	9	.....	9	"
12	12	.....	12	"
15	15	.....	15	"
69	\$69	.....	\$69	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Fish, viz., Core.....	Jersey.....	B:ls. 20	
	British West Indies.....	1	
		21	
Ice.....	United States.....	Tons. 220	
Iron, old	United Kingdom.....		Cwt. 34
	Nova Scotia.....		820
	United States.....		2,280
			3,134
Junk	United Kingdom.....		Cwt. 96
	Nova Scotia.....		132
	United States.....		5,574
			5,802

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Brls. 20 1	\$20 1	..... .....	\$20 1	\$1 per brl. "
21	\$21	.....	\$21	
Tons. 220	\$660	.....	\$660	\$3 per ton.
Cwt. 34 820 2,280	..... ..... .....	\$34 820 2,280	\$34 820 2,280	\$1 per cwt. " "
3,134	.....	\$3,134	\$3,134	
Cwt. 96 132 5,574	..... ..... .....	\$144 198 5,802	\$144 198 5,802	\$1.50 per cwt. " "
5,802	.....	\$6,144	\$6,144	

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Lead, old.....	United States.....		Cwt. 3
Lumber.....	United Kingdom.....	M. 6	M.
	Nova Scotia.....	40	
	P. E. Island.....	20	
	British West Indies....		158
	Spanish West Indies....		3
	Brazil.....		1
		66	162
Metal, old.....	United Kingdom.....		Cwt. 153
	United States.....		90
			243
Miscellaneous Goods.....	United Kingdom.....		
	St. Pierre.....		
	United States.....		

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL,	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Cwt. 3		\$24	\$24	\$8 per cwt.
M. 6	\$60		\$60	\$10 per Mille.
40	400		400	"
20	200		200	"
158		\$1,580	1,580	"
3		30	30	"
1		10	10	"
228	\$660	\$1,620	\$2,280	
Cwt. 153		\$1,224	\$1,224	\$8 per cwt.
90		720	720	"
243		\$1,944	\$1,944	
		\$1,530	\$1,530	Declared.
		1,110	1,110	"
		1,240	1,240	"
		\$3,880	\$3,880	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Oatmeal	United Kingdom.....		Bzls. 2
Oils, viz., Cod.....	United Kingdom.....	Tuns. 2,541	.....
"	Canada.....	296	.....
"	Nova Scotia.....	77	.....
"	Jersey.....	32	.....
"	United States.....	1,114	.....
		4,060	.....
Refined Cod.....	United Kingdom.....	Tuns. 23	.....
"	Canada.....	24	.....
"	Nova Scotia.....	9	.....
"	British West Indies....	1	.....
"	Hamburg.....	2	.....
"	United States.....	71	.....
		130	.....

CUSTOMS' RETURNS.

NEW FOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Brls. 2		\$8	\$8	\$4 per brl.
Tuns. 2,541	\$343,035		\$343,035	\$135 per tun.
296	39,960		39,960	"
77	10,395		10,395	"
32	4,320		4,320	"
1,114	150,390		150,390	"
4,060	\$548,100		\$548,100	
Tuns. 23	\$5,175		\$5,175	\$225 per tun.
24	5,400		5,400	"
9	2,025		2,025	"
1	225		225	"
2	450		450	"
71	15,975		15,975	"
130	\$29,250		\$29,250	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Oils, viz., Seal	United Kingdom.....	Tuns. 3,526	.....
	Jersey.....	59	.....
	Canada.....	365	.....
	Nova Scotia.....	17	.....
			3,967
Whale.....	United Kingdom.....	Tuns. 59	.....
	Jersey.....	10½	.....
		69½	.....
Herring	United Kingdom.....	Tuns. 5	.....
	United States.....	1	.....
		6	.....
Shark.....	United Kingdom.....	Tuns. 1¼	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			Average Price.
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	
Tuns.				
3,526	\$546,530	.....	\$546,530	\$155 per tun.
59	9,145	.....	9,145	"
365	56,575	.....	57,575	"
17	2,635	.....	2,635	"
3,967	\$614,885	.....	\$614,885	
Tuns.				
59	\$5,900	.....	\$5,900	\$100 per tun.
10½	1,050	.....	1,050	"
69½	\$6,950	.....	\$6,950	
Tuns.				
5	\$500	.....	\$500	\$100 per tun.
1	100	.....	100	"
6	\$600	.....	\$600	
Tuns.				
1¼	\$125	.....	\$125	\$100 per tun.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Oils, viz., Dregs	United Kingdom.....	Tuns. 1½	.....
	Canada.....	6	.....
		7½	.....
Blubber.....	United Kingdom.....	Tuns. 14	.....
	Canada.....	25	.....
		39	.....
Oranges.....	St. Pierre		Boxes. 15
Ox and Cow Hides.....	United Kingdom.....	No. 1,527	.....
	Jersey.....	30	.....
	Nova Scotia.....	1,564	.....
	United States.....	2,933	.....
		6,054	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Tuns.				
1½	\$72	.....	\$72	\$48 per tun.
6	288	.....	288	"
7½	\$360	.....	\$360	
Tuns.				
14	\$196	.....	\$196	\$14 per tun.
25	350	.....	350	"
39	\$546	.....	\$546	
Boxes.				
15	.....	\$120	\$120	\$8 per box.
No.				
1,527	\$5,345	.....	\$5,345	\$3.50 each.
30	105	.....	105	"
1,564	5,474	.....	5,474	"
2,933	10,265	.....	10,265	"
6,054	\$21,189	.....	\$21,189	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Calf Skins	United Kingdom.....	No. 474	.....
	Nova Scotia.....	70	.....
	United States	400	.....
		944	.....
Seal Skins	United Kingdom.....	No. 259,444	.....
	Jersey.....	2,055	.....
	Nova Scotia	9	.....
		261,508	.....
Peas.....	British West Indies		Brls. 89
Pork.....	British West Indies.....		Brls. 78
Potatoes.....	United Kingdom.....		Bush. 120

CUSTOMS' RETURNS.

NEWFOUNDLAND; IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
No.				
474	\$474	.....	\$474	\$1 each.
70	70	.....	70	"
400	400	.....	400	"
944	\$944	.....	\$944	
No.				
259,444	\$207,555	.....	\$207,555	80 cents each.
2,055	1,644	.....	1,644	"
9	7	.....	7	"
261,508	\$209,206	.....	\$209,206	
Brls.				
89	.....	\$356	\$356	\$4 per brl.
Brls.				
78	.....	\$1,170	\$1,170	\$15 per brl.
Bush.				
120	.....	\$60	\$60	50 cts. per bus

CUSTOMS RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Sugar, unrefined.....	Jersey.....		Cwt. 21
	Nova Scotia.....		5
			26
Spirits, viz., Brandy.....	Canada.....		Gals. 26
Rum.....	Nova Scotia.....		Gals. 2,150
	St. Pierre.....		360
			2,510
Whiskey.....	St. Pierre.....		Gals. 150
Salt.....	Nova Scotia.....		Tons. 240
	P. E. Island.....		101
			341

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Cwt.				
21	\$210	\$210	\$10 per cwt.
5	50	50	"
26	\$260	\$260	
Gals.				
26	\$52	\$52	\$2 per gal.
Gals.				
2,150	\$2,150	\$2,150	\$1 per gal.
360	360	360	"
2,510	\$2,510	\$2,510	
Gals.				
150	\$300	\$300	\$2 per gal.
Tons.				
240	\$1,200	\$1,200	\$5 per ton.
101	505	505	
341	\$1,705	\$1,705	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manu- factures of the Co- lony.	British, Foreign and other Colonial pro- duce and manu- factures.
Specie	United Kingdom.....		
			Lbs.
Tea.....	St. Pierre.....		500
Timber	United Kingdom.....	Tons.	
		406	
Whalebone	United Kingdom.....	Cwt.	
	Jersey.....	48	
		12½	
		60½	
Wines, viz., Port.....	United Kingdom.....		Gals.
	Jersey.....		394
	Canada.....		114
	Nova Scotia.....		30
	British West Indies....		1,490
	United States.....		25
			417
			2,470

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
.....	.....	\$1,000	\$1,000	Declared.
Lbs. 500	.....	\$100	\$100	20 cts. per lb.
Tons. 406	\$2,436	.....	\$2,436	\$6 per ton.
Cwt. 48 12½	\$960 250	..... .....	\$960 250	\$20 per cwt. "
60½	\$1,210	.....	\$1,210	
Gals. 394 114 30 1,490 25 417	..... ..... ..... ..... ..... .....	\$788 228 60 2,980 50 834	\$788 228 60 2,980 50 834	\$2 per gal. " " " " "
2,470	.....	\$4,940	\$4,940	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Wines, viz., Spanish Red	United States.....		Gals. 48
Sherry.....	United Kingdom.....		Gals. 27
	Jersey.....		132
	Nova Scotia.....		156
	United States.....		108
			423
Woodstuffs, viz., Billets	United Kingdom.....	No. 1,900	
Laths.....	Nova Scotia.....	M. 20	
Hoops.....	United Kingdom.....	Bdls. 600	
	British West Indies.....	32,560	
		33,160	

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Gals. 48	.....	\$48	\$48	\$1 per gal.
Gals. 27	.....	\$54	\$54	\$2 per gal.
132	.....	264	264	"
156	.....	312	312	"
108	.....	216	216	"
423	.....	\$846	\$846	
Nb. 1,900	\$900	.....	\$900	Declared.
M. 20	\$20	.....	\$20	\$1 per Mille.
Bdls. 600	\$300	.....	\$300	50 cts. per bdl.
32,560	16,280	.....	16,280	"
33,160	\$16,580	.....	\$16,580	

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Woodstuffs, viz., Palings	British West Indies....	No. 8,960	.....
Pickets.....	United Kingdom.....	Mille. 1	.....
	Nova Scotia.....	18	.....
		90	.....
Posts	British West Indies....	No. 1,000	.....
Puncheon Heads...	British West Indies....		Bdls. 28
Oars	United Kingdom.....	No. 200	.....
Spars.....	United States	No. 75	.....

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			
	Produce and manufac- tures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
No. 8,960	\$300	.....	\$300	Declared.
Mille. 1	\$10	.....	\$10	\$10 per Mille
18	180	.....	180	
19	\$190	.....	\$190	
No. 1,000	\$100	.....	\$100	\$10 per hd.
Bdls. 28	.....	\$28	\$28	\$1 per bdl.
No. 200	\$100	.....	\$100	50 cents each
No. 75	\$400	.....	\$400	Declared.

CUSTOMS' RETURNS.

GENERAL EXPORTS FROM THE COLONY OF

Articles.	Countries to which Exported.	QUANTITIES.	
		Produce and manufactures of the Colony.	British, Foreign and other Colonial produce and manufactures.
Woodstuffs, viz., Staves	United Kingdom.....	Mille. 31	.....
	British West Indies....	2	.....
		33	.....
Shooks, Punccheon, &c...	British West Indies.....		Bdls. 380

CUSTOMS' RETURNS.

NEWFOUNDLAND, IN THE YEAR 1880.

TOTAL.	VALUE IN CURRENCY.			Average Price.
	Produce and manufactures of the Colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	
Mille.				
31	\$1,860	.....	\$1,860	\$60 per Mille
2	120	.....	120	"
33	\$1,980	.....	\$1,980	
Bdls.				
380	.....	\$380	\$380	\$1 per bdl.

JAMES J. ROGERSON,
Receiver General.

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

MEMORANDUM

Shewing the Quantities of the undermentioned Articles, the produce of this Colony, shipped from Labrador direct by Newfoundland Houses, in the year 1880.

398,397 Quintals Dried Cod Fish.	022,13	18
337 Quintals Green Cod Fish.	021	2
101 Seal Skins.	022,13	23
11 Tuns Seal Oil.		
78 Tuns Cod Oil,		
264 Tierces Salmon.		
31,690 Barrels Herrings.		
3 Barrels Trout.		

The above-mentioned Articles were not cleared out from any Custom-House, consequently they do not appear in the Customs' Returns of Exports.

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Sailing Vessels entered at Ports in

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	119	20,980	907
British Possessions	30	4,478	217
Dominion of Canada.....	676	68,812	3,766
United States	97	17,138	657
Portugal.....	61	6,687	368
Spain	174	23,799	1,044
Sicily	15	2,132	102
French Colonies.....	69	1,774	296
Brazil.....	1	134	7
Spanish West Indies.....	2	281	14
Italy	2	346	18
Hanseatic Towns.....			
France.....			
Madeira.....			
Azores.....			
Jersey.....	5	827	40
Iceland.....			
	1,251	147,388	7,436

CUSTOMS' RETURNS.

the Colony of Newfoundland, from each Country, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
3	824	28	122	21,804	935
1	227	10	31	4,705	227
5	618	35	681	69,430	3,801
			97	17,138	657
			61	6,687	368
			174	23,799	1,044
			15	2,132	102
3	173	14	72	1,947	310
16	3,188	137	17	3,322	144
1	167	7	3	448	21
			2	346	18
1	551	14	1	551	14
1	98	4	1	98	4
			5	827	40
1	99	5	1	99	5
32	5,945	254	1,283	153,333	7,690

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Sailing Vessels entered at Ports in

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....									
British Possessions.....									
Dominion of Canada.....	3	492	25				3	492	25
United States.....	22	2,013	236	1	66	6	23	2,079	242
Portugal.....	1	111	8				1	111	8
Spain.....	2	710	22				2	710	22
Sicily.....									
French Colonies.....	11	998	151				11	998	151
Brazil.....									
Spanish West Indies.....	2	316	21	1	157	10	3	473	31
Italy.....									
Hanseatic Towns.....	1	127	7				1	127	7
France.....	19	3,067	376				19	3,067	376
Madeira.....									
Azores.....									
Jersey.....									
Iceland.....									
	61	7,834	846	2	223	16	63	8,057	862

CUSTOMS' RETURNS.

the Colony of Newfoundland, from each Country, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
119	20,980	907	3	824	28	122	21,804	935
30	4,478	217	1	227	10	31	4,705	227
679	69,304	3,791	5	618	35	684	69,922	3,826
119	19,151	892	1	66	6	120	19,217	899
62	6,798	376	.....	.....	.....	62	6,798	376
176	24,509	1,066	.....	.....	.....	176	24,509	1,066
15	2,132	102	.....	.....	.....	15	2,132	102
80	2,772	447	3	173	14	83	2,945	461
1	134	7	16	3,188	137	17	3,322	144
4	597	35	2	324	17	6	921	52
2	346	18	.....	.....	.....	2	346	18
1	127	7	.....	.....	.....	1	127	7
19	3,067	376	.....	.....	.....	19	3,067	376
.....	.....	.....	1	551	14	1	551	14
.....	.....	.....	1	98	4	1	98	4
5	827	40	.....	.....	.....	5	827	40
.....	.....	.....	1	99	5	1	99	5
1,312	155,222	8,282	34	6,168	270	1,346	161,390	8,552

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Sailing Vessels cleared at Ports in

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	77	13,640	597
British Possessions	51	7,998	378
Dominion of Canada.....	169	11,565	866
United States.....	22	2,192	126
Spain.....	24	3,062	163
Portugal.....	59	7,388	432
Brazil	111	21,792	1,001
Sicily.....	9	934	51
France.....			
Sweden			
French Colonies.....	1	45	5
Jersey	1	183	9
Spanish West Indies	6	894	46
Maderia			
Italy.....	12	1,413	78
Ionian Isles.....	2	252	14
	544	71,358	3,766

CUSTOMS' RETURNS.

the Colony of Newfoundland, for each Country, in the year 1880.

BRITISH.

BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
			77	13,640	597
			51	7,998	378
499	59,285	2,899	668	70,850	3,765
			22	2,192	126
			24	3,062	163
			59	7,388	432
			111	21,792	1,001
			9	934	51
1	41	5	2	86	10
			1	183	9
			6	894	46
			12	1,413	78
			2	252	14
500	59,326	2,904	1,044	130,684	6,670

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Sailing Vessels cleared at Ports in

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....									
British Possessions..									
Dominion of Canada	2	638	24	2	589	23	4	1,227	47
United States.....	17	1,401	192	1	88	14	18	1,489	206
Spain.....	4	756	42				4	756	42
Portugal.....									
Brazil									
Sicily.....									
France.....	26	3,549	492				26	3,549	492
Sweden	1	361	10				1	361	10
French Colonies...									
Jersey									
Spanish West Indies									
Maderia.....	1	111	8				1	111	8
Italy.....									
Ionian Isles.....									
	51	6,816	768	3	677	37	54	7,493	805

CUSTOMS' RETURNS.

the Colony of Newfoundland, for each Country, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
77	13,640	597	.....	.....	.....	77	13,640	597
51	7,998	378	.....	.....	.....	51	7,998	378
171	12,203	890	501	59,874	2,922	672	72,077	3,812
39	3,593	318	1	88	14	40	3,681	332
28	3,818	205	.....	.....	.....	28	3,818	205
59	7,388	432	.....	.....	.....	59	7,388	432
111	21,792	1,001	.....	.....	.....	111	21,792	1,001
9	934	51	.....	.....	.....	9	934	51
26	3,549	492	.....	.....	.....	26	3,549	492
1	361	10	.....	.....	.....	1	361	10
1	45	5	1	41	5	2	86	10
1	183	9	.....	.....	.....	1	183	9
6	894	46	.....	.....	.....	6	894	46
1	111	8	.....	.....	.....	1	111	8
12	1,413	78	.....	.....	.....	12	1,413	78
2	252	14	.....	.....	.....	2	252	14
595	78,174	4,534	503	60,003	2,941	1,098	138,177	7,475

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels entered at Ports in

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	40	53,633	2,487
Dominion of Canada.....	76	59,489	2,817
British Possessions			
United States	11	8,224	342
French Colonies.....	24	6,431	517
Azores.....			
France.....			
Cumberland Inlet.....			
	161	127,777	6,163

CUSTOMS' RETURNS.

the Colony of Newfoundland, from each Country, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
3	2,668	138	43	56,301	2,625
5	1,838	103	81	61,327	2,920
1	931	24	1	931	24
			11	8,224	342
6	2,629	192	30	9,060	709
1	1,226	30	1	1,226	30
16	9,292	4,287	167	137,069	6,650

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels entered at Ports in

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom.....									
Dominion of Canada	3	3,156	92	1	660	39	4	3,816	131
British Possessions..									
United States.....	8	10,543	225				8	10,543	225
French Colonies....	1	664	39				1	664	39
Azores.....									
France	2	1,040	77				2	1,040	77
Cumberland Inlet...				1	139	15	1	139	15
	14	15,403	433	2	799	54	16	16,202	487

CUSTOMS' RETURNS.

the Colony of Newfoundland, from each Country, in the year 1880.

PARTIAL			TOTAL			TOTAL		
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
40	53,633	2,487	3	2,668	138	43	56,301	2,625
79	62,645	2,909	6	2,498	142	85	65,143	3,051
.....	.....	.....	1	931	24	1	931	24
19	18,767	567	.....	.....	.....	19	18,767	567
25	7,095	556	6	2,629	192	31	9,724	748
.....	.....	.....	1	1,226	30	1	1,226	30
2	1,040	77	.....	.....	.....	2	1,040	77
.....	.....	.....	1	139	15	1	139	15
165	143,180	6,596	18	10,091	541	183	153,271	7,137

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels cleared at Ports in

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	31	46,769	1,917
Dominion of Canada.....	42	55,746	2,495
United States.....	14	10,837	378
French Colonies.....	15	5,016	413
Greenland.....			
France			
Cumberland Inlet.....			
	102	116,368	5,203

CUSTOMS' RETURNS.

The Colony of Newfoundland, to each Country, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
			31	46,769	1,917
27	8,442	433	69	62,188	2,928
			14	10,837	378
16	5,031	399	31	10,047	812
7	2,622	327	7	2,622	327
50	16,095	1,159	152	132,463	6,362

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels cleared at Ports in

	CUSTOMS' RETURNS.								
	DOMESTIC			FOREIGN.			TOTAL.		
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
United Kingdom...									
Dominion of Canada	2	3,067	63				2	3,067	63
United States.....	8	9,968	216	1	139	15	9	10,107	231
French Colonies.....									
Greenland.....									
France.....	2	1,320	80				2	1,320	80
Cumberland Inlet...				1	139	15	1	139	15
	12	14,355	359	2	278	30	14	14,633	389

CUSTOMS' RETURNS.

the Colony of Newfoundland, to each Country, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
31	46,769	1,917	.....	.....	.....	31	46,769	1,917
44	56,813	2,558	27	8,442	433	71	65,255	2,991
22	20,805	594	1	139	15	23	20,944	609
15	5,016	413	16	5,031	399	31	10,047	812
.....	.....	.....	7	2,622	327	7	2,622	327
2	1,320	80	.....	.....	.....	2	1,320	80
.....	.....	.....	1	139	15	1	139	15
114	130,723	5,562	52	16,373	1,189	166	147,096	6,751

*CUSTOMS' RETURNS.**Number, Tonnage and Crews of Sailing Vessels of each Nation,*

	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	353	53,380	2,347
British Possessions	898	94,008	5,089
France.....	30	4,465	536
Spain.....	4	751	42
United States	25	2,380	253
Portugal.....	1	111	8
Hansiatic Towns	1	127	7
	1,312	155,222	8,282

CUSTOMS' RETURNS.

entered at Ports in the Colony of Newfoundland, in the year 1880.

BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
12	2,879	103	365	56,259	2,450
20	3,066	151	918	97,074	5,240
.....	.....	.....	30	4,465	536
1	157	10	5	908	52
1	66	6	26	2,446	259
.....	.....	.....	1	111	8
.....	.....	.....	1	127	7
34	6,168	270	1,346	161,390	8,552

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Sailing Vessels of each Nation

	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	186	30,878	1,449
British Possessions.....	358	40,480	2,317
France	27	3,953	507
Spain.....	4	756	40
United States.....	18	1,869	206
Portugal.....	1	111	8
Hanseatic Towns.....	1	127	7
	595	78,174	4,534

 CUSTOMS' RETURNS.

cleared at Ports in the Colony of Newfoundland, in the year 1880.

BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
33	5,339	226	219	36,217	1,675
467	53,987	2,678	825	94,467	4,995
1	432	13	28	4,385	520
1	157	10	5	913	50
1	88	14	19	1,957	220
.....	.....	.....	1	111	8
.....	.....	.....	1	127	7
503	60,003	2,941	1,098	138,177	7,475

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels of each Nation,

	WITH CARGO.		
	No.	Tons.	Men.
	United Kingdom	59	60,251	2,730
British Possessions	92	67,526	3,433
France	4	2,368	156
United States	9	11,214	244
Belgium.....	1	1,821	33
	165	143,180	6,596

CUSTOMS' RETURNS.

entered at Ports in the Colony of Newfoundland, in the year 1880.

BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
7	6,742	310	66	66,993	3,040
9	2,550	177	101	70,076	3,610
1	660	39	5	3,028	195
1	139	15	10	11,353	259
			1	1,821	33
18	10,091	541	183	153,271	7,137

CUSTOMS' RETURNS.

Number, Tonnage and Crews of Steam Vessels of each Nation.

	WITH CARGO.		
	No.	Tons.	Men.
United Kingdom.....	56	60,991	2,796
British Possessions	46	55,377	2,407
France.....	2	1,320	80
United States	9	11,214	244
Belgium	1	1,821	35
	114	130,723	5,562

CUSTOMS' RETURNS.

cleared at Ports in the Colony of Newfoundland, in the year 1880.

BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
11	4,337	393	67	65,328	3,189
39	11,758	766	85	67,135	3,178
.....	.....	.....	2	1,320	80
2	278	30	1	11,492	274
.....	.....	.....	1	1,821	35
52	16,373	1,189	166	147,096	6,751
78	1,251	11	.....	.....	.....
82	500	8	.....	.....	.....
801	2,000	21	.....	.....	.....
891	2,000	00	.....	.....	.....
901	850	21	.....	.....	.....
97	728	82	.....	.....	.....
9	00	1	.....	.....	.....
.....
78	000	11	.....	.....	.....
80	500	8	.....	.....	.....
81	800	11	.....	.....	.....
82	010	11	.....	.....	.....
83	000	8	.....	.....	.....
84	000	11	.....	.....	.....
808	2,000	10	.....	.....	.....
811	230	10	.....	.....	.....
812	1,241	01	.....	.....	.....
813	1,651	00	.....	.....	.....
814	000	8	.....	.....	.....
815	000	11	.....	.....	.....
.....
.....

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Sailing Vessels entered at

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
St. John's.....	754	107,427	4,764
Harbor Grace.....	102	13,560	640
Carbonear.....	23	2,839	149
Trinity.....	9	1,188	54
Fogo.....	10	1,120	61
Pushthrough.....	20	366	62
Betts Cove.....	3	381	17
Burgeo.....	13	893	68
Gaultois.....	11	1,294	87
Catalina.....	3	562	21
Twillingate.....	18	2,032	108
Lapoile.....	30	2,286	163
Grand Bank.....	15	853	100
Burin.....	23	827	79
St. Lawrence.....	1	30	4
Trepassey.....			
Fortune.....	11	370	47
Brigus.....	8	864	56
Harbor Briton.....	12	1,308	87
St. Jacques.....	13	316	49
Bay Roberts.....	8	899	54
Bay of Islands.....	11	1,000	50
Channel.....	51	1,966	205
Lamaline.....	24	852	140
Bonne Bay.....	19	1,344	120
Bay St. George.....	36	1,651	142
Flowers Cove.....	8	560	49
Rose Blanche.....	15	600	60
	1,251	147,388	7,436

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
24	4,173	182	778	111,600	4,946
3	529	22	105	14,089	662
.....	.....	.....	23	2,839	149
.....	.....	.....	9	1,188	54
.....	.....	.....	10	1,120	61
.....	.....	.....	20	366	62
2	1,102	28	5	1,483	45
.....	.....	.....	13	893	68
.....	.....	.....	11	1,294	87
.....	.....	.....	3	562	21
.....	.....	.....	18	2,032	108
.....	.....	.....	30	2,286	163
.....	.....	.....	15	853	100
.....	.....	.....	23	827	79
.....	.....	.....	1	30	4
1	80	13	1	80	13
1	45	5	12	415	52
.....	.....	.....	8	864	56
.....	.....	.....	12	1,308	87
.....	.....	.....	13	316	49
.....	.....	.....	8	899	54
.....	.....	.....	11	1,000	50
1	16	4	52	1,982	109
.....	.....	.....	24	852	140
.....	.....	.....	19	1,344	120
.....	.....	.....	36	1,651	142
.....	.....	.....	8	560	49
.....	.....	.....	15	600	60
32	5,945	254	1,283	153,333	7,690

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Sailing Vessels entered at

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
St. John's.....	55	7,145	801	2	223	16	57	7,368	817
Harbor Grace.....	1	52	4				1	52	4
Carbonear.....									
Trinity.....									
Ego.....									
Pushthrough.....									
Betts Cove.....									
Burgeo.....									
Gaultois.....									
Catalina.....									
Twillingate.....									
Lapoile.....									
Grand Bank.....									
Burin.....									
St. Lawrence.....									
Trepassey.....									
Fortune.....									
Brigus.....									
Harbor Briton.....									
St. Jacques.....	5	637	41				5	637	41
Bay Roberts.....									
Bay of Islands.....									
Channel.....									
Lamaline.....									
Bonnebay.....									
Bay St. George.....									
Flowers Cove.....									
Rose Blanche.....									
	61	7,834	846	2	223	16	63	8,057	862

CUSTOMS RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
809	114,572	5,565	26	4,396	198	835	118,968	5,663
103	13,612	648	3	529	22	106	14,141	670
23	2,839	149	.....	.....	.....	23	2,839	149
9	1,188	54	.....	.....	.....	9	1,188	54
10	1,120	61	.....	.....	.....	10	1,120	61
20	366	62	.....	.....	.....	20	366	62
3	381	17	2	1,102	28	5	1,483	45
13	893	63	.....	.....	.....	13	893	63
11	1,294	87	.....	.....	.....	11	1,294	87
3	562	21	.....	.....	.....	3	562	21
18	2,032	108	.....	.....	.....	18	2,032	108
30	2,286	163	.....	.....	.....	30	2,286	163
15	853	100	.....	.....	.....	15	853	100
23	827	79	.....	.....	.....	23	827	79
1	30	4	.....	.....	.....	1	30	4
.....	.....	.....	1	80	13	1	80	13
11	370	47	1	45	5	12	415	52
8	864	56	.....	.....	.....	8	864	56
12	1,308	87	.....	.....	.....	12	1,308	87
18	953	90	.....	.....	.....	18	953	90
8	899	54	.....	.....	.....	8	899	54
11	1,000	50	.....	.....	.....	11	1,000	50
51	1,966	205	1	16	4	52	1,982	209
24	852	140	.....	.....	.....	24	852	140
19	1,344	120	.....	.....	.....	19	1,344	120
36	1,651	142	.....	.....	.....	36	1,651	142
8	560	49	.....	.....	.....	8	560	49
15	600	60	.....	.....	.....	15	600	60
1,312	155,222	8,282	34	6,168	270	1,346	161,390	8,552

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Sailing Vessels cleared at

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
St. John's.....	306	48,033	2,400
Harbor Grace	43	6,131	241
Carbonear.....	9	1,115	61
Trinity	3	214	15
Fogo	7	701	38
Pushthrough	1	22	4
Tilt Cove	3	577	21
Betts Cove.....	12	3,290	112
Burgeo	11	716	62
Gaultois	4	648	43
Catalina	6	690	34
Twillingate	13	1,241	74
Lapoile	12	1,025	72
Grandbank	6	323	26
Burin	1	26	3
St. Lawrence.....			
Trepassey.....			
Fortune.....			
Harbor Briton.....	5	720	43
St. Jacques.....			
Greenspond	1	95	5
Bay Roberts.....			
Bay of Islands.....	11	1,121	51
Brigus			
Channel	26	1,034	102
Bay St. George.....	35	1,712	141
Lamaline			
Flowers Cove.....	4	302	22
Placentia	3	160	17
Rose Blanche.....	3	170	10
Renews	2	227	18
Bonnebay.....	17	1,065	85
	544	71,358	3,766

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
335	46,120	2,022	641	94,153	4,422
27	3,424	168	70	9,555	409
11	1,352	69	20	2,467	130
2	247	16	5	671	31
2	229	12	9	930	50
1	36	4	2	58	8
			3	577	21
			12	3,290	112
3	105	13	14	821	75
3	176	14	7	824	57
4	715	28	10	1,405	62
2	274	13	15	1,515	87
16	1,160	83	28	2,185	155
20	894	99	26	1,217	125
12	684	44	13	710	47
1	30	4	1	30	4
1	80	13	1	80	13
13	448	55	13	448	55
5	230	22	10	950	65
4	516	31	5	611	36
4	427	28	4	427	28
			11	1,121	51
7	855	53	7	855	53
18	645	69	44	1,679	171
2	126	9	37	1,838	150
2	87	13	2	87	13
			4	302	22
			3	160	17
4	200	17	7	370	27
			2	227	18
1	56	5	19	1,121	90
500	59,326	2,904	1,044	140,684	6,670

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Sailing Vessels cleared at

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
St. John's.....	46	6,136	734	3	677	37	49	6,813	771
Harbor Grace.....									
Carbonear.....									
Trinity.....									
Fogo.....									
Pushthrough.....									
Tilt Cove.....									
Betts Cove.....									
Burgeo.....									
Gaultois.....									
Catalina.....									
Twillingate.....									
Lapoile.....									
Grand Bank.....									
Burin.....									
St. Lawrence.....									
Trepassey.....									
Fortune.....									
Harbor Briton.....									
St. Jacques.....	4	582	29				4	582	29
Greenspond.....									
Bay Roberts.....									
Bay of Islands.....	1	98	5				1	98	5
Brigus.....									
Channel.....									
Bay St. George.....									
Lamalaine.....									
Flowers Cove.....									
Placentia.....									
Rose Blanche.....									
Renews.....									
Bonnebay.....									
	51	6,816	768	3	677	37	54	7,493	805

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
352	54,169	3,134	338	46,797	2,059	690	100,966	5,193
43	6,131	241	27	3,424	168	70	9,555	409
9	1,115	61	11	1,352	69	20	2,467	130
3	214	15	2	457	16	5	671	31
7	701	38	2	229	12	9	930	50
1	22	4	1	36	4	2	58	8
3	577	21				3	577	21
12	3,290	112				12	3,290	112
11	716	62	3	105	13	14	821	75
4	648	43	3	176	14	7	824	57
6	690	34	4	715	28	10	1,405	62
13	1,241	74	2	274	13	15	1,515	87
12	1,025	72	16	1,160	83	28	2,185	155
6	323	26	20	894	99	26	1,217	125
1	26	3	12	684	44	13	710	47
			1	30	4	1	30	4
			1	80	13	1	80	13
			13	448	55	13	448	55
5	720	43	5	230	22	10	950	65
4	582	29				4	582	29
1	95	5	4	516	31	5	611	36
			4	427	28	4	427	28
12	1,219	56				12	1,219	56
			7	855	53	7	855	53
26	1,034	102	18	645	69	44	1,679	171
35	1,712	141	2	126	9	37	1,838	150
			2	87	13	2	87	13
4	302	22				4	302	22
3	160	17				3	160	17
3	170	10	4	20	17	7	370	27
2	277	18				2	277	18
17	1,065	85	1	56	5	19	1,121	90
595	78,174	4,534	503	60,003	2,941	1,098	138,177	7,475

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Steam Vessels entered at

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
St. John's.....	130	118,676	5,802
Harbor Grace	10	3,078	169
Pushthrough	1	12	6
Betts Cove.....	6	5,615	140
Gaultois	1	55	10
Lapoile			
Harbor Briton.....	2	110	18
St. Jacques.....	1	231	18
Ghannel.....			
	151	127,777	6,163

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
9	4,647	328	139	123,323	6,130
			10	3,078	169
			1	12	6
4	3,952	103	10	9,567	243
			1	55	10
			2	110	18
3	693	56	4	924	74
16	9,292	487	167	137,069	6,650

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Steam Vessels entered at

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
St. John's.....	12	14,075	354	1	139	15	13	14,214	369
Harbor Grace									
Pushthrough									
Betts Cove.....									
Gaultois									
Lapoile	1	664	40				1	664	40
Harbor Briton.....									
St. Jacques.....	1	664	39				1	664	39
Channel.....				1	660	39	1	660	39
	14	15,403	433	2	799	54	16	16,202	487

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

TOTAL.								
WITH CARGO.			BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
142	132,751	6,156	10	4,786	348	152	137,537	6,499
10	3,078	169	.....	.....	.....	10	3,078	169
1	12	6	.....	.....	.....	1	12	6
6	5,615	140	4	3,952	108	10	9,567	243
1	55	10	.....	.....	.....	1	55	10
1	664	40	.....	.....	.....	1	664	40
2	110	18	.....	.....	.....	2	110	18
2	895	57	3	693	56	5	1,588	113
.....	.....	.....	1	660	39	1	660	39
165	143,180	6,596	18	10,091	541	183	153,271	7,137

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Steam Vessels cleared at

	BRITISH.		
	WITH CARGO.		
	No.	Tons.	Men.
St. John's.....	88	105,886	4,881
Harbor Grace.....	1	322	18
Betts Cove	10	9,467	244
Harbor Briton.....			
St. Jacques.....	3	693	60
	102	116,368	5,203

CUSTOMS' RETURNS.

each Port in the Colony of Newfoundland, in the year 1880.

BRITISH.					
BALLAST.			TOTAL.		
No.	Tons.	Men.	No.	Tons.	Men.
44	15,073	1,080	132	120,959	5,961
3	857	52	4	1,179	70
.....	.....	.....	10	9,467	244
3	165	27	3	165	27
.....	.....	.....	3	693	60
50	16,095	1,159	172	132,463	6,362

CUSTOMS' RETURNS.

Total Number, Tonnage and Crews of Steam Vessels cleared at

	FOREIGN.								
	WITH CARGO.			BALLAST.			TOTAL.		
	No.	Tons.	Men.	No.	Tons.	Men.	No.	Tons.	Men.
St. John's.....	11	13,695	319	2	278	30	13	13,973	349
Harbor Grace.....									
Betts Cove									
Harbor Briton.....									
St. Jacques.....	1	660	40				1	660	40
	12	14,355	259	2	278	30	14	14,633	389

CUSTOMS' RETURNS.

Abstract of Shipping, for the

	Sailing Vessels.		Steam Vessels.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Total amount of last year's account						
ADDED,—						
New Vessels	138	5,125			138	5,125
Vessels registered <i>de novo</i> , in consequence of altera- tion in tonnage.....	6	522			6	522
Transferred from other Ports	23	1,482			23	1,482
Purchased from foreigners..	9	575			9	575
Wreck Vessels restored to Registry	4	312			4	312
Reinserted	1	50			1	50
STRUCK OFF,—						
Vessels wrecked, foundered, abandoned at sea, destroy- ed by fire, or missing.....	44	2,369			44	2,369
Broken up, converted into hulks, or condemned as unseaworthy	17	962			17	962
Alteration in tonnage.....	6	458			6	458
Transferred to other Ports..	2	225			2	255
Tonnage deducted.....		25				25
Total remaining on the Re- gistry 31st Dec., 1880.....						

CUSTOMS' RETURNS.

year ended 31st December, 1880.

Sailing Vessels.		Steam Vessels.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1,691	76,261	27	6,303	1,718	82,564
181	8,066	.....	.....	181	8,066
1,872	84,327	27	6,303	1,899	90,630
69	4,069	.....	.....	69	4,069
1,803	80,258	27	6,303	1,330	86,561

JAMES J. ROGERSON, Receiver General.

JAMES J. ROGERSON,
Receiver General.

CUSTOMS' RETURNS.

Consolidated Statement of Number and Tonnage of Vessels built in the Colony of Newfoundland, with amount of Bounty paid thereon, for the year ending 31st December, 1880.

DISTRICT.	No.	Tonnage.	Bounty.
Green Bay	50	1,934	\$5,696
Trinity.....	21	786	2,358
Bonavista	23	1,059	3,177
Fortune Bay.....	6	226	678
White Bay.....	1	16	48
Codroy	2	46	138
Harbor Main.....	5	237	711
Placentia Bay.....	4	96	258
Burin	6	122	344
St. Mary's.....	3	74	222
Port-de-Grave.....	1	58	174
Carbonear.....	1	87	261
Bonne Bay.....	5	168	504
Bay-de-Verds	2	71	213
Labrador.....	1	38	114
	131	5,018	\$14,896

CUSTOM HOUSE, ST. JOHN'S,
31st December, 1880.

JAMES J. ROGERSON,
Receiver General.

CUSTOMS RETURNS

MEMORANDUM

Showing the quantity of dried Cod Fish shipped from the Colony of Newfoundland in the unincorporated years.

1851	1,077,102
1852	872,925
1853	922,718
1854	774,117
1855	1,047,329
1856	1,285,224
1857	1,372,522
1858	1,402,022

DESPATCHES.

1859	1,500,000
1860	1,500,000
1861	1,500,000
1862	1,500,000
1863	1,500,000
1864	1,500,000
1865	1,500,000
1866	1,500,000
1867	1,500,000
1868	1,500,000
1869	1,500,000
1870	1,500,000
1871	1,500,000
1872	1,500,000
1873	1,500,000
1874	1,500,000
1875	1,500,000
1876	1,500,000
1877	1,500,000
1878	1,500,000
1879	1,500,000
1880	1,500,000

JAMES J. ROBINSON

CUSTOMS' RETURNS.

MEMORANDUM

Shewing the Exports of dried Cod Fish shipped from the Colony of Newfoundland in the undermentioned years.

1851.....	1,017,152	quintals.	} Shipments from Labrador, French Shore not included.
1852.....	972,921	"	
1853.....	922,718	"	
1854.....	774,117	"	
1855.....	1,107,388	"	
1856.....	1,268,334	"	
1857.....	1,392,322	"	
1858.....	1,038,059	"	
1859.....	1,222,244	"	
1860.....	1,379,804	"	
1861.....	1,214,326	"	} Including quantities from Labrador.
1862.....	1,241,830	"	
1863.....	1,012,321	"	
1864.....	1,013,037	"	
1865.....	1,019,081	"	
1866.....	930,447	"	
1867.....	1,066,215	"	
1868.....	1,169,948	"	
1869.....	1,204,086	"	
1870.....	1,213,737	"	
1871.....	1,328,726	"	
1872.....	1,221,156	"	
1873.....	1,369,205	"	
1874.....	1,609,724	"	
1875.....	1,136,235	"	
1876.....	1,110,791	"	
1877.....	1,029,064	"	
1878.....	1,074,646	"	
1879.....	1,419,505	"	
1880.....	985,134	"	
Add probable quantity shipped at Labrador	400,000		
	1,385,134	"	

JAMES J. ROGERSON,
Receiver General.

CUSTOMS RECEIPTS

MEMORANDUM

Showing the Receipts of the U.S. Customs from the U.S. and Foreign Ports in the several years.

	1850	1,380,184
	1851	1,439,002
	1852	1,074,010
	1853	1,030,001
	1854	1,110,791
	1855	1,180,200
	1856	1,009,701
	1857	1,000,000
	1858	1,000,000
	1859	1,000,000
	1860	1,000,000
	1861	1,000,000
	1862	1,000,000
	1863	1,000,000
	1864	1,000,000
	1865	1,000,000
	1866	1,000,000
	1867	1,000,000
	1868	1,000,000
	1869	1,000,000
	1870	1,000,000
	1871	1,000,000
	1872	1,000,000
	1873	1,000,000
	1874	1,000,000
	1875	1,000,000
	1876	1,000,000
	1877	1,000,000
	1878	1,000,000
	1879	1,000,000
	1880	1,000,000
	1881	1,000,000
	1882	1,000,000
	1883	1,000,000
	1884	1,000,000
	1885	1,000,000
	1886	1,000,000
	1887	1,000,000
	1888	1,000,000
	1889	1,000,000
	1890	1,000,000
	1891	1,000,000
	1892	1,000,000
	1893	1,000,000
	1894	1,000,000
	1895	1,000,000
	1896	1,000,000
	1897	1,000,000
	1898	1,000,000
	1899	1,000,000
	1900	1,000,000
	1901	1,000,000
	1902	1,000,000
	1903	1,000,000
	1904	1,000,000
	1905	1,000,000
	1906	1,000,000
	1907	1,000,000
	1908	1,000,000
	1909	1,000,000
	1910	1,000,000
	1911	1,000,000
	1912	1,000,000
	1913	1,000,000
	1914	1,000,000
	1915	1,000,000
	1916	1,000,000
	1917	1,000,000
	1918	1,000,000
	1919	1,000,000
	1920	1,000,000
	1921	1,000,000
	1922	1,000,000
	1923	1,000,000
	1924	1,000,000
	1925	1,000,000
	1926	1,000,000
	1927	1,000,000
	1928	1,000,000
	1929	1,000,000
	1930	1,000,000
	1931	1,000,000
	1932	1,000,000
	1933	1,000,000
	1934	1,000,000
	1935	1,000,000
	1936	1,000,000
	1937	1,000,000
	1938	1,000,000
	1939	1,000,000
	1940	1,000,000
	1941	1,000,000
	1942	1,000,000
	1943	1,000,000
	1944	1,000,000
	1945	1,000,000
	1946	1,000,000
	1947	1,000,000
	1948	1,000,000
	1949	1,000,000
	1950	1,000,000
	1951	1,000,000
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	1954	1,000,000
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	1962	1,000,000
	1963	1,000,000
	1964	1,000,000
	1965	1,000,000
	1966	1,000,000
	1967	1,000,000
	1968	1,000,000
	1969	1,000,000
	1970	1,000,000
	1971	1,000,000
	1972	1,000,000
	1973	1,000,000
	1974	1,000,000
	1975	1,000,000
	1976	1,000,000
	1977	1,000,000
	1978	1,000,000
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	1981	1,000,000
	1982	1,000,000
	1983	1,000,000
	1984	1,000,000
	1985	1,000,000
	1986	1,000,000
	1987	1,000,000
	1988	1,000,000
	1989	1,000,000
	1990	1,000,000
	1991	1,000,000
	1992	1,000,000
	1993	1,000,000
	1994	1,000,000
	1995	1,000,000
	1996	1,000,000
	1997	1,000,000
	1998	1,000,000
	1999	1,000,000
	2000	1,000,000
	2001	1,000,000
	2002	1,000,000
	2003	1,000,000
	2004	1,000,000
	2005	1,000,000
	2006	1,000,000
	2007	1,000,000
	2008	1,000,000
	2009	1,000,000
	2010	1,000,000
	2011	1,000,000
	2012	1,000,000
	2013	1,000,000
	2014	1,000,000
	2015	1,000,000
	2016	1,000,000
	2017	1,000,000
	2018	1,000,000
	2019	1,000,000
	2020	1,000,000
	2021	1,000,000
	2022	1,000,000
	2023	1,000,000
	2024	1,000,000
	2025	1,000,000
	2026	1,000,000
	2027	1,000,000
	2028	1,000,000
	2029	1,000,000
	2030	1,000,000

WALTER S. HOOPER & CO. DISTRICT OFFICE

APPENDIX

DESPATCHES

DESPATCHES ON SURVEY OF LARNAKOS COAST

Colonial Office to the Governor of Newfoundland

(Copy)
Newfoundland,
No. 31

DESPATCHES.

I have the honor to acknowledge the receipt of your despatch of the 15th of the month of February last, and to inform you that the Colonial Office of your Government, acting in concert with the Admiralty, have of the most of January, 1892, and with a view to the betterment of the General of Newfoundland, drawing attention to the importance of the Labrador Survey.

I enclose the report of your Commission to be accompanied by the results of the survey of the Labrador Coast, and the Admiralty, and I have the honor to transmit to you the accompanying copy of the report which has been received from their Lordships' department.

(Signed) HENRY G. W. HERBERT,
For the Secretary of State

George F. J. M. O'Brien, G. M. O.
Newfoundland

DESPATCHES.

 DESPATCHES.

 DESPATCHES ON SURVEY OF LABRADOR COAST.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 30.

DOWNING STREET,

10th April, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 18, of the 9th of February last, enclosing an extract from a Minute of Council of your Government urging the extension of the Admiralty Survey of the coast of Labrador, together with a letter from the Receiver General of Newfoundland, drawing attention to the importance of the Labrador fishery.

I caused the request of your Government to be recommended for the favorable consideration of the Lords Commissioners of the Admiralty, and I have now the honor to transmit to you the accompanying copy of the reply which has been received from their Lordships' department.

I have, &c.,

(Signed)

ROBERT G. W. HERBERT,

For the Secretary of State.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

Admiralty to the Colonial Office.

[COPY.]

M.

544.

ADMIRALTY,
3rd April, 1880.

SIR,—

With reference to your letter of the 13th ultimo., on the subject of a proposed extension of Admiralty survey of the coast of Labrador, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that, although it is not at all probable that they will be able to sanction the employment of surveying vessels on the upper section of the Labrador coast while other and more important surveying work remains to be carried out, instructions will be given to the Surveying Officer in charge of the coast of Newfoundland to place himself in communication with the Governor of the Colony, with the view of considering what can be reasonably and safely attempted in the direction of acquiring a knowledge of the coast referred to.

2.—My Lords are decidedly of opinion that anything approaching a Survey of this line of coast could not be undertaken without much preliminary information, and they are further desirous of drawing the attention of the Secretary of State to the difficulties which beset the undertaking.

3.—The coast of Labrador, reaching as far north as the Moravian settlement of Nain, latitude $56\frac{1}{2}^{\circ}$ north, having already been examined, the application of the Governor and Council of Newfoundland is for the

DESPATCHES.

examination to be extended to Cape Chudleigh, in latitude 60° north, this in the first place would involve detaching the Surveyors from the coast of Newfoundland, where, in the interests of the Colony and of the ships of war employed there for the protection of those interests, the need of surveying work is important, (especially the case in Notre Dame Bay on the north-east coast and in the neighbourhood of the Bay of Islands on the west, the latter place being much resorted to by ships of war employed on fishery duties.)

4.—It must also be borne in mind that the tract of coast in question is broken up into innumerable islands, and the means at the disposal of the Admiralty appear inadequate to pursue an examination of these waters, in view of the physical obstacles likely to be encountered, such as fogs, field ice, and bergs, and of the facts that navigation is only open from the middle of July to the end of August or the middle of September, and that the surveying vessels would be employed at a distance of from 600 to 700 miles from the base of operations.

I am, &c.,

(Signed)

ROBERT HALL.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

**DESPATCHES RELATING TO APPOINTMENT OF OFFICERS
OF H. M. STEAMERS ON PROTECTION OF FISHERIES,
FOR 1880.**

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 11.

DOWNING STREET,

5th June, 1880.

SIR,—

I have the honor to transmit to you, for the information of your Government, a copy of a letter from the Admiralty, giving the names of the Officers selected by the Commander-in-Chief on the North American station for service on the Newfoundland and Labrador fisheries during the approaching season.

I have, &c.,

(Signed) **KIMBERLEY.**

Governor

Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

*DESPATCHES.**The Admiralty to the Colonial Office.*

[COPY.]

M.
659.ADMIRALTY,
31st May, 1880.

SIR,—

I am commanded by my Lords Commissioners of the Admiralty to inform you, for the information of the Secretary of State for the Colonies, that the Officers named in the margin have been selected by the Commander-in-Chief on the North American station for service on the Newfoundland and Labrador fisheries during the approaching season, under the orders of Captain W. R. Kennedy, of Her Majesty's ship *Druid*.

I am, &c.,

(Signed) ROBERT HALL:

The Under Secretary of State,
Colonial Office.Commander W. H. HALL, H.M.S. *Fleming*.Commander F. A. MOYSEY, H.M.S. *Contest*.

 DESPATCHES.

 DESPATCH IN REFERENCE TO PAYMENT OF BALANCE
 OF HALIFAX FISHERY AWARD.

[Copy]

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 1.

DOWNING STREET,
4th May, 1880.

SIR,—

With reference to Sir J. H. Glover's despatch, No. 35, of the 24th of March last, respecting the balance of the Halifax Fisheries Award due to Newfoundland, I have the honor to acquaint you, for the information of your Government, that I have learned from the Lords Commissioners of the Treasury that the Bank of England has been authorized to transfer from the Halifax award account the sum of £3,873 5s. 1d. to the credit of the account of the Receiver General of Newfoundland.

I have, &c.,

(Signed)

KIMBERLEY.

The Officer Administering
the Government of Newfoundland.

 DESPATCHES.

 DESPATCHES IN REFERENCE TO THE HALIFAX FISHERY
 AWARD.

[COPY]

888

08

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 6.

DOWNING STREET,

15th May, 1880.

SIR,—

With reference to my despatch, No. 1, of the 4th instant, and to previous correspondence respecting (£203,873 5s. 1d.) the share of the Halifax Fishery award, which has been paid over to Newfoundland, I have the honor to transmit to you, for communication to your Government, the accompanying copy of a letter from the Lords Commissioners of the Treasury, desiring that a formal receipt for the amount paid to Newfoundland on account of the award may be obtained. I request that such a receipt may be forwarded to me for transmission to their Lordships' department.

I have, &c.,

(Signed)

KIMBERLEY.

The Officer Administering
 the Government of Newfoundland.

DESPATCHES.

Treasury to Colonial Office.

[COPY.]

8830.

80.

TREASURY CHAMBERS,
14th May, 1880.

SIR,—

With reference to the recent correspondence respecting the payment to the Dominion of Canada and the Colony of Newfoundland of their respective shares of the Halifax fishery award, I am directed by the Lords Commissioners of the Treasury to request that you will move the Secretary of State to obtain from the responsible Ministers of Canada and Newfoundland formal receipts for the amounts paid to them respectively, as these receipts will be required for passing the account of the Halifax Indemnity before the Comptroller and Auditor General.

I am, &c.,

(Signed) R. R. W. LINGEN.

The Under Secretary of State,
Colonial Office.

*DESPATCHES.***DESPATCH ON APPOINTMENT OF SIR F. B. T. CARTER AS ADMINISTRATOR.***Colonial Government to the Governor of Newfoundland.*

[Copy.]

NEWFOUNDLAND.

No. 10.

DOWNING STREET,
2nd June, 1880.

SIR,—

I have the honor to acknowledge the receipt of Sir F. Carter's despatch, No. 51, of the 29th of April last, reporting that he had on that day assumed the administration of the Government on your departure for England on leave of absence.

I have, &c.,

(Signed) **KIMBERLEY,**

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

DESPATCH IN REFERENCE TO RAILWAY AND GRAVING DOCK.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 13.

DOWNING STREET,

13th June, 1880.

SIR,—

I have carefully considered the Minute of the Executive Council of Newfoundland, dated the 28th of April, and the other papers which you communicated to this department during your recent visit to this country, in a letter dated the 11th of May last, in which the aid of Her Majesty's Government is solicited towards the construction of a projected Railway from St. John's to the Northern Mineral District, and to Conception Bay, on the south-east coast of the Colony, as well as to the construction of a Graving Dock at St. John's.

2.—I have examined with interest the papers relating to the Railway, and have learnt with satisfaction your opinion, as further explained at the interview which I lately held with you, of the advantages which may be expected to result from its construction in facilitating the settlement of the country.

3.—I need scarcely say that Her Majesty's Government would rejoice to see the execution of any work of this nature which your Government

DESPATCHES

has reason to believe will increase the prosperity and resources of the Island. But as this undertaking is one of strictly local importance and does not directly affect any Imperial interests, they are unable to entertain the request for a guarantee such as is suggested by your Government.

Dated Washington, 30th January, 1879.

4.—The question of assistance towards a Dock at St. John's has previously been under the consideration of Her Majesty's Government, and, as you are aware, the matter has been referred to the Defence Commission, in compliance with the wish of your Ministers, I do not, therefore, at present, offer any observations upon this question.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

The Secretary of State for Foreign Affairs has communicated to me a copy of a despatch from Sir E. Thornton, containing a correspondence in which you took part, and of which a schedule is annexed, respecting parties alleged to have been listed in Newfoundland upon a ship having formed part of the equipment of a American fishing vessel.

I observe that Sir E. Thornton has requested you to furnish him with a report respecting the case in which it is alleged that such entries were listed, and I should be glad to receive from you a duplicate copy of this report which it is desirable should be made as complete as possible.

I have, &c.

M. E. HIGGS BRACE (Signed)

Governor Sir J. H. Glover, G.C.M.G.

&c., &c., &c.

DESPATCHES.

**DESPATCH FROM SECRETARY OF STATE IN REFERENCE
TO DUTIES CHARGED ON HERRING BARRELS OWNED
BY AMERICAN FISHERMEN.**

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 32.

DOWNING STREET,

19th April, 1880.

SIR,—

The Secretary of State for Foreign Affairs has communicated to me a copy of a despatch from Sir E. Thornton, enclosing a correspondence in which you took part, and of which a schedule is annexed, respecting duties alleged to have been levied in Newfoundland upon empty barrels forming part of the equipment of American fishing vessels.

I observe that Sir E. Thornton has requested you to furnish him with a report respecting the cases in which it is alleged that such duties were levied, and I should be glad to receive from you a duplicate copy of this report which it is desirable should be made as complete as possible.

I have, &c.,

(Signed)

M. E. HICKS BEACH.

Governor Sir J. H. GLOVEE, G.C.M.G.,

&c., &c., &c.

 DESPATCHES.

[COPY.]

Mr. Everts to Sir Edward Thornton.

Dated Washington, 30th January, 1879.

Sir Edward Thornton to Sir J. H. Glover.

Dated Washington, 31st January, 1879.

Sir J. H. Glover to Sir Edward Thornton.

Dated Newfoundland, 7th April, 1879.

No. 39.

Mr. Everts to Sir Edward Thornton.

Dated Washington, March 9th, 1880.

Sir Edward Thornton to Sir J. H. Glover.

Dated Washington, March 13th, 1880.

DESPATCHES.

DESPATCH FROM SECRETARY OF STATE IN REFERENCE
TO HELP AFFORDED WRECKED CREW OF BARQUE
PANAMA, BY FISHERMEN, NEAR POINT RICHE.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 31.

DOWNING STREET,

19th April, 1880:

SIR,—

I duly caused to be communicated to the Board of Trade a copy of your despatch, No. 29, of the 28th of February last, with its enclosures, relating to the help afforded to the wrecked crew of the barque *Panama*, by certain fishermen of Garguel, near Point Riche, on the north-west coast of Newfoundland. I now have the honor to transmit to you the accompanying copy of the reply from the Board of Trade, concurring in the suggestion that a sum of one hundred dollars should be divided among those who subsisted the shipwrecked crew, and I request that the wishes of the Board of Trade expressed in the third paragraph of their letter may be complied with.

I have, &c.,

(Signed)

W. E. HICKS BEACH.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

DESPATCHES.

Board of Trade to Colonial Office.

[COPY.]

M. 6323.

BOARD OF TRADE,
(MARINE DEPARTMENT,)
WHITEHALL GARDENS, S.W.,
14th April, 1880.

REWARDS.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 3rd instant, forwarding a despatch and enclosure from the Governor of Newfoundland respecting the services rendered by some fishermen of Garguel, near Point Riche, on the occasion of the wreck of the barque *Panama* in December, 1876.

The Board of Trade have received with much satisfaction the account of these services, and they concur in the suggestion made that a sum of one hundred dollars should be divided among the persons who subsisted the shipwrecked crew.

The Board of Trade would be obliged if Sir Michael Hicks Beach would cause directions to be given to the superintendent of Mercantile Marine at St. John's to pay the sum in question, and to charge it in his account with this department, forwarding at the same time the receipts of the persons to whom the money is paid.

The papers enclosed in your letter are herewith returned.

I have, &c.,

(Signed) THOMAS GRAY.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

**DESPATCH ON APPOINTMENT OF EARL KIMBERLEY AS
COLONIAL SECRETARY.**

Colonial Office to the Governor of Newfoundland.

[COPY.]

CIRCULAR.

DOWNING STREET,
29th April, 1880.

SIR,—

I have the honor to inform you that Her Majesty has been pleased to entrust to my care, as one of the principal Secretaries of State, the Seals of the Colonial Department.

I have, &c.,

(Signed) **KIMBERLEY.**

**The Officer Administering
the Government of Newfoundland.**

*DESPATCHES.*DESPATCH FROM SECRETARY OF STATE RELATIVE TO
OBSTRUCTIONS TO AMERICAN FISHERMEN AT SPOUT
COVE.*Colonial Office to the Governor of Newfoundland.*

[COPY.]

NEWFOUNDLAND.

No. 38.

DOWNING STREET,

1st November, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 131, of the 13th ultimo., containing observations on the alleged case of obstruction offered to American fishermen at Spout Cove, Conception Bay.

I have to convey to you my approval of the representation you have made to your Government with regard to the desirability of acquainting the people on the parts of the coast visited by the Americans with the rights which the Americans possess.

With respect to your suggestion that one of Her Majesty's vessels of the fishery squadron should be detailed especially to visit the coast between Cape Bonavista and Fortune Bay, I should be glad to be informed of the exact time of the year at which it is desired that the vessel should visit this particular locality.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

 DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE IN REFERENCE TO OUTWARD CLEARANCE OF CARGO OF *ELIZA* OF JERSEY.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 39.

DOWNING STREET,

4th November, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 117, of the 14th of September last, with its enclosures, respecting the application of the Collector of Customs at St. John's, Newfoundland, to the principal officer of Customs at Jersey for a copy of the outward clearance of the cargo of a vessel called the *Eliza*.

I have the honor to transmit to you, for the information of your Government, a copy of a correspondence which has taken place between this department and that of the Commissioners of Customs upon this subject.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

The Colonial Office to the Commissioner of Customs.

[COPY.]

DOWNING STREET,
8th October, 1880.

SIR,—

I am directed by the Earl of Kimberley to transmit to you, to be laid before the Commissioners of Customs, a copy of a despatch from the Governor of Newfoundland, with its enclosures, respecting an application for a copy of the outward clearance of the cargo of a vessel called the *Eliza* which arrived at St. John's from Jersey last spring.

I am to request to be favored with any observations that may occur to the Commissioners on the subject.

I am, &c.,

(Signed)

E. WINGFIELD.

The Secretary

to the Commissioners of Customs.

DESPATCHES.

The Customs to the Colonial Office.

[COPY.]

No. 2568.

CUSTOM HOUSE, LONDON,

22nd October, 1880.

SIR,—

Having submitted to the Board of Customs your letter dated the 8th instant, with its enclosures, on the subject of a request which had been addressed by the Assistant Collector of Customs at St. John's, Newfoundland, to the principal officer of Customs at Jersey for a copy of the outward clearance, dated April last, of the cargo of the vessel *Eliza*, as well as similar information with regard to other vessels, and of the reply of the latter officer that the information could only be furnished through the Bill of Entry office at Jersey on payment of one pound.

I am directed to acquaint you, for the information of the Secretary of State for the Colonies, that under the power of a Royal Patent, originally granted in or about the year 1660, and renewed from time to time, certain officers of Customs and their successors being the Directors of the Customs Annuity and Benevolent Fund, acquired very extensive and exclusive privileges in having at all times and at all ports and places in the United Kingdom access to all official Customs documents and books relating to the importation and exportation of goods and merchandise, and to make any extracts therefrom, either for the purpose of publication or for sale at fixed charges, to persons seeking particulars of such transactions.

DESPATCHES.

This body of officers, known as the Directors of the Customs Bill of Entry, have at their election appointed deputies at the outports to afford information to the public upon payment of a sum commensurate with the labour entailed in preparing it. This privilege was, under the provisions of an Act of Parliament, 8th and 9th Victoria, chapter 85, section 8, entirely invested in such directors and their deputies so long as the patent continued in force, and any unauthorized person furnishing information from official records contemplated by the said patent, would be liable to certain penalties.

The principal officer in Jersey being a deputy duly appointed by the directors, would, therefore, appear in the present instance to have acted within his privileges and instructions in declining to afford to the officer at Newfoundland the particulars requested, except upon payment of the fees demanded by him, but he assures us that it was not from any want of courtesy that the information was not furnished.

The patent already referred to has recently expired. Her Majesty's Government have not deemed it necessary to renew it, and arrangements are now in progress under which the supply of official information of a commercial character to the public who require it will shortly be undertaken by the Commissioners of Customs, but in the interim the Directors of the Bill of Entry continue to exercise their former privileges.

If, however, it is the wish of the Secretary of State that the information sought by the Government of Newfoundland should now be supplied without payment, the Commissioners of Customs will issue the necessary instructions to their principal officer at Jersey accordingly.

DESPATCHES.

I am to add that the Commissioners anticipate that official information, as heretofore supplied through the Bill of Entry, will be available for Colonial Governments without payment for it, under instructions from the Lords of the Treasury.

I have, &c.,

(Signed) F. G. WALPOLE,
Assistant Secretary.

The Under Secretary of State for the Colonies.

&c., &c., &c.

 DESPATCHES.

The Colonial Office to the Secretary to the Commissioners of Customs.

[COPY.]

DOWNING STREET,
4th November, 1880.

SIR,—

I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 22nd ultimo., explaining, in reply to the letter from this department of the 8th, the circumstances in which the principal officer of Customs at Jersey had not supplied to the Assistant Collector of Customs at St. John's, Newfoundland, on his application, a copy of the outward clearance of the cargo of a vessel called the *Eliza*.

Lord Kimberley would be obliged if the Commissioners of Customs would, in accordance with the offer contained in your letter, be so good as to instruct their principal officer at Jersey to furnish the Collector of Customs at St. John's, without payment, with the documents required.

I am, &c.,

(Signed) R. H. MEADE,

The Secretary to the Commissioner of Customs,

&c., &c., &c.

*DESPATCHES.*DESPATCH FROM SECRETARY OF STATE IN REFERENCE
TO ORDNANCE PROPERTY AT GREAT PLACENTIA.*The War Office to the Colonial Office.*

[COPY.]

NOVA SCOTIA.

8.

565.

WAR OFFICE,
21st October, 1880.

SIR,—

With reference to your letter of 17th August, 1880, forwarding copy of a despatch from the Governor of Newfoundland, requesting to be furnished with copies of plans relating to certain property at Great Placentia, which was transferred by the Ordnance Department about the year 1790, I am directed by the Secretary of State for War to acquaint you, for the information of the Earl of Kimberly, that much time has been expended in endeavoring to find a plan of the property in question which passed to Mr. Dunscombe in 1832, but without success. Mr. Croucher, of St. John's, Newfoundland, at whose instance this search has been made, has been communicated with, and a copy of the letter addressed to him from this office on the subject is forwarded for his Lordship's information.

I am to transmit a copy of the original agreement (which is not illustrated by a plan) between the respective officers of the Ordnance

DESPATCHES.

and John Dunscombe, dated 17th July, 1832, and a facsimile plan dated 1806, shewing the Ordnance property at Placentia on that date, which it is hoped will be of some assistance in settling the disputes referred to in the letter from the Surveyor General of Newfoundland, copy of which was forwarded with your communication.

I have, &c.,

(Signed)

RALP THOMPSON.

The Under Secretary of State,
Colonial Office.

 DESPATCHES.

The War Office to Mr. Croucher.

[COPY.]

NOVA SCOTIA.

8.

555.

WAR OFFICE,

21st October, 1880.

SIR,—

With reference to your letter of the 10th April, 1880, I am directed by the Secretary of State for War to acquaint you that an exhaustive search has been made, but that no plan shewing the property at Placentia, Newfoundland, at the time of its transfer to Mr. Dunscombe can be found amongst the plans in this office.

I am to add that the original agreement relating to this property is not illustrated by a plan, but a plan illustrating returns of Ordnance property at Placentia, dated 1806, has been found, a facsimile of which has been forwarded to the Colonial Government of Newfoundland in reference to this question.

I have, &c.,

T. L. GALWAY.

Mr. JAMES E. CROUCHER,
Placentia, Newfoundland.

DESPATCHES.

[COPY.]

This agreement made at Saint John's, Newfoundland, the 17th day of July, in the year of our Lord one thousand eight hundred and thirty-two, between Lieutenant-Colonel John Oldfield, of the Royal Engineers, and other respective officers of the Ordnance department in Newfoundland (acting on behalf and by order of His Majesty's honorable Board of Ordnance), of the one part, and John Dunscombe, of St. John's, aforesaid, merchant, of the other part: Whereas, the said John Dunscombe did, on or about the month of October in the year 1825, purchased from His Majesty's ordnance department all the materials comprising the ordnance buildings at Placentia, in Newfoundland, at and for the price or sum of £400 sterling, which sum the said John Dunscombe hath paid and had delivery of the said materials, and also possession of the ground on which the said buildings were erected, and the beach and ground contiguous and appurtenant thereto, under and upon the further condition that he the said John Dunscombe and his assigns shall enjoy the free use of the said ground and beach for his and their purposes, in trade or fisheries of this colony, until the same ground and beach shall or in part thereof become needful and requisite for the public service of His Majesty, and shall for such public use be demanded and required of the said John Dunscombe or his assigns by the honorable the Board of Ordnance. Now, therefore, this agreement witnesseth that the said Lieutenant-Colonel John Oldfield and others, the respective officers whose names are hereunto subscribed, acting herein for and on behalf of His Majesty's Board of Ordnance, do by these presents ratify and confirm unto the said John Dunscombe and his assigns the quiet and peaceable possession of the aforesaid ordnance ground and beach situate at Placentia aforesaid, for his and their own use, to hold and enjoy until such time as the same or any part thereof shall again become requisite and necessary for His Majesty's use and possession of the same be demanded by lawful authority for the use of His Majesty's ordnance

 DESPATCHES.

department, and the said John Dunscombe for himself and his assigns by these presents promises and agrees that upon reasonable notice in writing to be delivered to him or his assigns, under and by authority of the Board of Ordnance, he and they shall quit possession and yield up to the person or persons appointed to receive the same, all, or any part or portion of the same ground and beach aforesaid, whenever the same shall be required for His Majesty's use, according to the true and just interest of the conditions of the aforementioned sale and purchase made between John Ferrington, late ordnance store-keeper in Newfoundland, deceased, and the said John Dunscombe, as expressed in a tender of purchase made by the said John Dunscombe unto the said John Ferrington by letter of him the said John Dunscombe, bearing date 20th October, 1815.

Witness the hands of the respective parties hereunto respectively subscribed, on the day of the date first above written.

(Signed)

J. OLDFIELD, Lieut.-Col.,
Commanding Royal Engineers.

S. WYATT, Captain,
Commanding Royal Artillery.

GEORGE WINTER,
Acting Deputy Ordnance Storekeeper.

J. DUNSCOMBE.

Witness to the signatures of all the parties hereto.

(Signed) JAMES SIMMS,
H. M. Attorney General, Newfoundland.

 DESPATCHES.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 40.

DOWNING STREET,

4th November, 1880.

Sir,—

I duly caused to be submitted to the Secretary of State for War a copy of your despatch, No. 83, of the 3rd of August last, with its enclosure, respecting certain property situated on the beach at Great Placentia, Newfoundland, which was transferred by the Board of Ordnance about the year 1790.

I have now the honor to transmit to you, for the information of your Government, a copy of a letter from the War Office, with its enclosures, on the subject.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

 DESPATCHES.

 DESPATCH FROM THE SECRETARY OF STATE IN REFER-
 ENCE TO MINING GRANTS.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 41.

DOWNING STREET,
 4th November, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 134, of the 14th ultimo., inclosing a copy of the Act of Incorporation of the Newfoundland Consolidated Copper Mining Company.

I request that in granting licenses to this or any other Company you will be guided by the directions contained in Earl Granville's despatch, No. 3, of the 10th of March, 1869, respecting grants near the coast included in the French limits.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
 &c., &c., &c.

 DESPATCHES.

 DESPATCH FROM SECRETARY OF STATE IN REFERENCE
 TO SUBSIDY FOR GRAVING DOCK.

[Copy]

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 42.

DOWNING STREET,
4th November, 1880.

SIR,—

With reference to the concluding paragraph of my despatch, No. 13, of the 13th of June last, and to previous correspondence respecting the proposal for a contribution from Imperial funds towards a Graving Dock at St. John's, Newfoundland, I have the honor to transmit to you, for communication to your Ministers, copies of letters on the subject received from the Treasury, the Admiralty, and the Royal Commission on the defence of British possessions and commerce abroad.

I have to express my regret that Her Majesty's Government find themselves unable to assist the Colony in the construction of the proposed Dock.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
 &c., &c., &c.

 DESPATCHES.

The Admiralty to the Colonial Office.

[COPY.]

D. W.
No. 1674.

ADMIRALTY,
23rd July, 1879.

SIR,—

With reference to your letter of the 5th instant, transmitting a copy of a letter from Mr. Whiteway, Premier and Attorney General of Newfoundland, enclosing a memorandum relative to the construction of a Graving Dock at St. John's, Newfoundland, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Secretary of State for the Colonies, that they are of opinion that the advantage to Her Majesty's ships of having a dock at the port in question would be so small that they would not feel justified in contributing to its construction from naval votes.

I am, &c.,

(Signed) THOS. WOLLEX.

The Under Secretary of State,
Colonial Office.

 DESPATCHES.

The Admiralty to the Colonial Office.

[COPY.]

D. W.
No. 1674.

ADMIRALTY,
9th September, 1879.

SIR,—

I am commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 14th ultimo, enclosing certain memorials and other documents relative to the proposed construction of a dry dock at St. John's, Newfoundland, and enquiring whether their Lordships may be induced, by a perusal of those papers, to take a more favorable view of the scheme, and to join in recommending to the Treasury that Her Majesty's Government should guarantee the interest on £50,000 for that purpose.

My Lords are still of opinion that for naval purposes the value of a dry dock at St. John's would be altogether too small to justify them in proposing the application of naval funds towards its construction, either in the form of a direct grant or of a guarantee.

I am, &c.,

(Signed) ROBERT HALL.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

The Treasury to the Colonial Office.

[COPY.]

3093.

80.

TREASURY CHAMBERS,
23rd February, 1880.

SIR,—

I am directed by the Lords Commissioners of Her Majesty's Treasury to acknowledge the receipt of your letter of the 14th instant, submitting for consideration an application from the Colony of Newfoundland for a grant in aid of the construction of a graving dock, and also for a grant towards the mail packet service of the Colony.

As regards the latter a separate communication will be made to you, as soon as my Lords are in receipt of the views of the Post Office on the question.

As regards the proposed contribution towards the dock, however, I am to request that you will inform the Secretary of State that my Lords do not consider that they would be justified in entertaining this proposal.

I am, &c.,

(Signed) H. SELWIN IBBETSON.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

The Defence Commission to the Colonial Office.

[COPY.]

13, DELAHAY STREET,

15th October, 1880.

SIR,—

I am directed by the Royal Commission on the defence of British possessions and commerce abroad to inform you that they have carefully considered the question referred to them in your letter of the 31st January last, respecting the proposed construction of a graving dock at St. John's, Newfoundland, towards the expense of which the Imperial Government is asked to contribute £50,000.

I am to acquaint you, in reply, that the Royal Commission see no reason for dissenting from the opinion of the Lords Commissioners of the Admiralty, as expressed in their letters to you of the 23rd July and the 9th September, 1879, and are therefore not prepared to recommend a contribution for this purpose from Imperial funds.

I have, &c.,

(Signed) HERBERT JEKYLL.

The Under Secretary of State for the Colonies.

DESPATCHES.

DESPATCH FROM SECRETARY OF STATE IN REFERENCE
TO DISCOVERY OF GOLD IN NEWFOUNDLAND.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 44.

DOWNING STREET,

16th November, 1880.

Sir,—

I caused to be forwarded to the Director of the Museum of Practical Geology, a copy of your despatch, No. 133, of the 14th ultimo, enclosing copies of a report by Mr. A. Murray, C.M.G., F.G.S., on the recent discovery of gold in the vicinity of Brigus, Conception Bay, together with a specimen of the quartz obtained under that gentleman's supervision.

I have now the honor to transmit to you, for the information of your Government, a copy of a letter from Dr. Ramsey on the subject.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

Dr. Ramsay to the Colonial Office.

[COPY.]

JERMYN STREET, S.W.,
10th November, 1880.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 4th instant, transmitting by direction of the Earl of Kimberley, a copy of a despatch from the Governor of Newfoundland on a recent discovery of gold near Brigus, together with a copy of Mr. Murray's Geological Report, and a small sample of the gold bearing quartz.

I have read Mr. Murray's report with much satisfaction, and regard it as a very able document. The accompanying specimen has been examined not only by myself but also by Mr. W. W. Smyth, the lecturer on Mining and Mineralogy. It is a very rich sample of auriferous quartz, containing a large proportion of free gold. But though there can be no doubt as to the value of this particular specimen, it would be rash to base upon the examination of so small a sample any opinion as to the probable occurrence of gold at the locality in question in such quantity as to render its working remunerative. On such a subject no opinion formed in this country could be of equal value with that expressed by Mr. Murray, after a scientific examination of the actual locality. The specimen, however, is undoubtedly of interest to Mineralogists, whether it has any commercial significance or not, and it shall therefore be at once exhibited in this Museum.

DESPATCHES.

The tracing from the chart which you have been good enough to send, is returned herewith, according to your request.

I am, &c.,

(Signed) **ANDREW RAMSAY,**
Director General.

The Hon. R. H. MEADE,
Colonial Office,
Downing Street, S.W.

I have the honor to acknowledge the receipt of your letter of the 17th inst. in relation to the tracing of the gold which was sent to the Governor of Newfoundland on a recent despatch of a despatch from the Governor of Newfoundland on a recent despatch of gold near together with a copy of the despatch containing report and a small sample of the gold bearing date of the 17th inst. I have the honor to inform you that the tracing of the gold has been examined not only by myself but also by Mr. W. W. Smith, the Director of Mining and Metallurgy. It is a very large sample of gold containing a large quantity of base metal. It is, however, of a high quality and it is not to be doubted that it would be found to have been the same as the gold of which you speak. It would be well to have the examination of so small a sample my opinion as to the probable occurrence of gold in the vicinity in question in such quantity as to render it worth mining. On such a subject the opinion of the Director of Mining and Metallurgy would be of great value with that expressed by Mr. Smith, also a valuable consideration of the annual reports. The report, however, is undoubtedly of interest to Newfoundland whether it has any commercial significance or not, and it shall therefore be included in this despatch.

DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE IN REFER-
ENCE TO LIGHT DUES LEVIED ON SWEDISH VESSEL
*JENS.**The Foreign Office to the Colonial Office.*

[COPY.]

FOREIGN OFFICE,

November 13th, 1880.

SIR,—

I am directed by Earl Granville to transmit to you, to be laid before the Earl of Kimberley, a note from the Swedish minister at this Court, relative to light dues levied in Newfoundland on the Swedish vessel *Jens*, and I am to request that his Lordship will cause the matter to be enquired into in order that an answer may be made to the representatives of the Swedish Government.

I am, &c.,

(Signed) CHARLES W. DILKE

The Under Secretary of State,
Colonial Office, S.W.

 DESPATCHES.

Count Piper to Earl Granville.

[COPY.]

LEGATION DE SUEDE ET NORVEGE,
LONDRES, le 3 Novembre, 1880.

MONSIEUR LE COMTE,—

Sous la date du 26 Mai dernier M. Schwartz, Consul de Suède et Norvège à Québec, a rapporté au Gouvernement du Roi que le navire *Jens*, Patron Olsen, de mandal en destination de Miramichi, avait été forcé par la glace d'entrer au port de refuge Rose Blanche à Newfoundland, où d'après le règlement établi, des droits de phare, à raison de 24 cents par ton, avaient été réclamés par les employés de la Douane et payés par le patron du navire.

M. Schwartz fait ressortir en même temps qu'il serait à désirer que des facilités à l'égard de ces droits fussent accordés à nos navires lorsqu'ils sont obligés d'entrer à ces ports de refuge sans y opérer de chargement ou de déchargement.

En considérant que par décret royal du 5 Juin, 1874, tout navire étranger. Qui est obligé de toucher à un port de refuge de la Suède est exempté d'y payer des droits de phare, et que dans les ports de la Norvège ces droits ne sont perçus des bâtiments étrangers que lorsqu'ils y opèrent de chargement ou de déchargement (unless when loading or unloading) le Gouvernement du Roi qui désire assurer un avantage réciproque à la navigation des Royaumes unis dans les eaux de Newfoundland, me charge de faire une démarche auprès du Gouvernement de sa Majesté Britannique en vue d'obtenir que les navires Suédois et Norvégiens lorsqu'ils sont obligés d'entrer dans les ports de refuge de cette colonie soient exemptés de payer des droits de phare à condition toutefois qu'aucun chargement ou déchargement n'y soit effectué par eux.

DESPATCHES.

Je me permets, en conséquence d'avoir recours a' l'entremise bienveillante de Votre Excellence en la priant de Vouloir bien recommander cette proposition a l'appréciation bienveillante du Gouvernement de Newfoundland et Je Saisis, &c.

(Signe)

EDU PIPER.

Son Excellence

Monsieur le Comte GRANVILLE,

&c., &c., &c.

 DESPATCHES.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 46.

DOWNING STREET,
23rd November, 1880.

SIR,—

I have the honor to transmit to you, for the consideration of your Government, the accompanying copy of a letter from the Foreign Office, enclosing a note from the Minister for Sweden and Norway at this Court, relative to light dues levied on the Swedish vessel *Jens*, on taking refuge in a Newfoundland port.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

DESPATCHES.

**DESPATCH FROM SECRETARY OF STATE IN REFERENCE
TO TAKING CENSUS OF NEWFOUNDLAND.**

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.
GENERAL.

DOWNING STREET,
27th November, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 96, of the 19th of August, enclosing a further Minute of the Executive Council, explaining the grounds on which your Ministers prefer to defer taking a Census until 1884, the period fixed for taking the decennial census in Newfoundland.

I have delayed sending an answer to your despatch until I should be in a position to acquaint you with the course which it is proposed to adopt in other Colonies, and I have now to request that you will inform your Ministers that all the Colonies from which answers have hitherto been received (including Canada and the Australasian Colonies), have signified their intention of taking a Census on the 3rd April next. It is, therefore, probable that Newfoundland will be the only Colony which will not take a Census at that date.

DESPATCHES.

I shall, therefore, be obliged by your submitting the question again for the consideration of your Ministers, and I trust that, upon a reconsideration of all the circumstances of the case, they may see their way to overcome the difficulties pointed out in the Minute of the Executive Council, and to provide for the Census of Newfoundland being taken in 1881, and decennially thereafter, as in the United Kingdom.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

 DESPATCHES.

 DESPATCH FROM SECRETARY OF STATE IN REFERENCE
 TO TAKING OF CENSUS.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

GENERAL.

DOWNING STREET,
 14th January, 1881.

Sir,—

I have the honor to acknowledge the receipt of your despatch, No. 161, of the 21st of December, enclosing an extract from the minutes of your Executive Council, in which the opinion is expressed that owing to the lateness of the season, and to the want of facilities of internal communication, it will not be possible to take a Census on the night of the 3rd of April next, but suggesting that a close approximation of the population should be made instead.

In reply, I request that you will inform your Ministers that I shall be glad to receive the proposed approximate estimate of the population of Newfoundland, but that I trust that your Government will take the first convenient opportunity of inviting the Legislature to amend the law, so as to provide that in future the Census in Newfoundland shall be taken the same year as in this country, and in the rest of the British Empire.

I have to add that if the day which is appointed for the Census in this country is unsuitable to Newfoundland, owing to difference of climate

DESPATCHES.

some other day later on in the season would meet the wishes of Her Majesty's Government, provided that it is in the same year in which the Census is taken in this country and throughout the Colonies.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

 DESPATCHES.

 DESPATCH FROM THE SECRETARY OF STATE IN REFER-
 ENCE SO HOLDING EXAMINATIONS FOR MATRICULA-
 TION AND DEGREES.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 29.

DOWNING STREET,

9th April, 1880.

SIR,—

With reference to my despatch, No. 22, of the 13th of March, relative to the memorial addressed to the senate of London University, praying that St. John's may be made a centre for holding examinations for matriculation and degrees, I have the honor to transmit to you, for the information of your Government the accompanying copy of a letter from the Registrar of the University, stating that the senate has acceded to the prayer of the memorial in question.

I have, &c.,

(Signed)

ROBERT G. W. HERBERT,

For the Secretary of State.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

The Registrar of the London University to the Colonial Office.

[COPY.]

UNIVERSITY OF LONDON,

BURLINGTON GARDENS, W.,

April 7th, 1880.

SIR,—

In reference to your letter of March 8th, and accompanying enclosures, I am directed to request that you will have the goodness to inform the Secretary of State for the Colonies that the Senate has acceded to the application of the Superintendent of Education, Newfoundland, and that the matriculation papers for the June examination in each year will be transmitted through your office to the Government of Newfoundland. The examination papers for the degree examinations in the faculties of arts and laws will also be forwarded on due application (forwarded, as usual, through the Colonial Office), being made in each case of the Senate.

I am desired to ask that the Governor of Newfoundland may be advised of the decision of the Senate.

I have, &c.,

(Signed)

ARTHUR MILMAN,

Registrar.

R. G. W. HERBERT, Esq.,

&c., &c., &c.

 DESPATCHES.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 18.

DOWNING STREET,

19th July, 1880.

SIR,—

On the receipt of your despatch, No. 72, of the 23rd of June last, relative to arrangements for holding examinations in connection with London University at St. John's, I caused a copy of it to be communicated to the Registrar of the University, and I now enclose, for the information of your Government, the accompanying copy of the reply, stating the steps which will be taken by the University with regard to such examinations, in accordance with the terms of the letter forwarded to you in my predecessor's despatch, No. 29, of the 9th of April last.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

The Registrar of the London University to the Colonial Office.

[COPY.]

UNIVERSITY OF LONDON,
BURLINGTON GARDENS, W.,
July 8th, 1880.

SIR,—

In reply to your letter of yesterday, inclosing an extract from the Minutes of the Executive Council of Newfoundland, and requesting to be informed of the answer to be returned to that paragraph of the Minutes which enquires whether it will be necessary for the Colonial authorities of Newfoundland to make distinct application for each examination, I beg leave to state, that the intention of the Senate, as conveyed in my letter to Mr. Herbert, of April 7th last, was (1) that the questions for the June matriculation examination should be sent to Newfoundland year after year, as a matter of course, and without distinct application; (2) that if the authorities of that Colony should desire any other examination to be held—whether the January matriculation examination of any year, or an examination in the faculty of arts or of laws—a special application should be made by them through the Colonial Office here.

I have only to add that such application should be received by the University in sufficient time to allow the necessary preparations for the required examination to be conveniently made.

I have, &c.,

(Signed) ARTHUR MILMAN,
Registrar.

JOHN BRAMSTON, ESQ.,
&c., &c., &c.

DESPATCHES.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 49.

DOWNING STREET,
7th December, 1880.

SIR,—

I duly communicated to the Registrar of London University the application from the Colonial Secretary, contained in your despatch, No. 144, of the 22nd of November, requesting that, if possible, arrangements might be made for holding the matriculation examination at St. John's in January.

I now have the honor to inform you that a reply has been received from the Registrar, stating that it would have been much more convenient if the application could have been received about a month ago, but that it will be laid before the Senate on the 15th instant, and, if the Senate accede thereto, the University authorities will do their best to ensure copies of the questions reaching Newfoundland before the date fixed for the examination.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

TELEGRAM.

[COPY.]

LONDON, December 18th, 1880.

GOVERNOR OF NEWFOUNDLAND,

Matriculation paper by next mail. Examination must commence 10th January.

(Signed) KIMBERLEY.

*DESPATCHES.**Colonial Office to the Governor of Newfoundland.*

[COPY.]

NEWFOUNDLAND.

No. 51.

DOWING STREET,
18th December, 1880.

SIR,—

With reference to my despatch, No. 47, of the 7th instant, respecting the application from the Colonial Secretary of Newfoundland, requesting that the matriculation examination of London University might be held at St. John's in January next, I have the honor to transmit to you, herewith, a copy of a letter from the Registrar of London University, enclosing the necessary papers and giving instructions in the matter, which should be duly observed.

I have already telegraphed to you that the date at which the examination must commence is the 10th of January.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

The University of London to the Colonial Office.

[COPY.]

UNIVERSITY OF LONDON,
BURLINGTON GARDENS, W.,
December 16th, 1880.

SIR,—

Referring to the first paragraph of my letter to Mr. Bramston, of the 6th instant, I have now to inform you that the application from the Colonial Secretary, Newfoundland, requesting that the ensuing matriculation examination may be held at St. John's, was yesterday laid before the Senate and acceded to; and I have the honor, accordingly, to forward to you, herewith, a sealed packet containing a supply of questions for the said examination, which must commence on the 10th of January. It is essential, therefore, that this packet be despatched without fail, by the next mail that leaves England, which appears to be that of the 21st instant.

In the packet are included,—

- 1.—Six copies of the regulations relating to the matriculation examination.
- 2.—A copy of the instructions to the sub-examiner in charge of the examination.
- 3.—A sheet from the Register of the University, on which the sub-examiner will cause each candidate to make the entries prescribed in the instructions, and which must in all cases be returned, whether candidates present themselves or not.
- 4.—A supply of admission cards.

 DESPATCHES.

5.—A pattern answer book, to which it is requested that the books used at the examination may be made to conform as nearly as may be found practicable, and as the examination is held solely for the benefit of the colony, it is considered right that the trifling charges for stationery should be borne by the Colonial authorities.

It is laid down by the Senate as an indispensable condition of holding this examination, that the sub-examiner who may superintend it be appointed by the Colonial Government; and I am to request that the attention of the gentleman so appointed may be especially directed to No. 8 of the "Instructions to Sub-examiners," mentioned above.

I have finally to request that the answers of the candidates, together with the register sheet, may be forwarded to me, upon their arrival, with as little delay as possible.

I am, &c.,

(Signed) ARTHUR MILMAN.

Registrar.

R. G. W. HERBERT, Esq.,
&c., &c., &c.

DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE IN REFER-
ENCE TO IMPERIAL GUARANTEE FOR RAILWAY IN
NEWFOUNDLAND.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 3.

DOWNING STREET,
11th May, 1880.

SIR,—

I have the honor to acknowledge the receipt of Sir J. Glover's despatch, No. 40, of the 12th April, enclosing copies of the report of the Joint Committee of the Legislative Council and House of Assembly, appointed to consider the question of constructing a Railway in Newfoundland, together with transcripts of an Act passed to authorize the raising by loan of a sum of money to meet the expenses connected therewith, and an extract from the *Morning Chronicle* of St. John's, on the subject.

I have, &c.,

(Signed)

KIMBERLEY.

The Officer Administering
the Government of Newfoundland.

 DESPATCHES.

 DESPATCH FROM THE SECRETARY OF STATE IN REFER-
 ENCE TO TESTAMONIAL TO MONSIEUR DELFOSSE.

[COPY.]

The Foreign Office to the Colonial Office.

[COPY.]

FOREIGN OFFICE,

May 20th, 1880.

I am directed by Her Majesty's Secretary of State for Foreign Affairs, to transmit to you, to be laid before the Earl of Kimberley, copy of a despatch, as marked in the margin, respecting the testimonial for Monsieur Delfosse, in connection with the Halifax Award.

I am, &c.,

(Signed) THORNTON.

The Under Secretary of State,
 Colonial Office.

 DESPATCHES.

Sir E. Thornton to Earl Granville.

[COPY.]
No. 133.

WASHINGTON,
May 1, 1880.

MY LORD,—

With reference to my despatch to the Marquis of Salisbury, No. 100, of the 29th of March last, I have the honor to inform your Lordship that M. Delfosse, Belgian Minister to the United States, having returned to Washington, Mr. Evarts and I addressed to him the joint note, of which a copy is enclosed, transmitting to him the service presented to him by the Governments of Her Majesty and of the United States, in acknowledgment of the services rendered by him as President of the Fisheries Commission, which met at Halifax in 1877, in conformity with the provisions of the treaty of Washington.

I also enclose a copy of a letter addressed to me by M. Delfosse, acknowledging the receipt of the service and expressing his appreciation of the testimonial.

I have, &c.,

(Signed) EDWARD THORNTON.

The Earl GRANVILLE, K.G.,
&c., &c., &c.

 DESPATCHES.

Mr. Evarts and Sir E. Thornton to M. Delfosse.

[COPY.]

WASHINGTON,
April 26th, 1880.

M. MAURICE DELFOSSE,
&c., &c., &c.

SIR,—

We have the honor, in behalf of the Governments of Great Britain and of the United States, to deliver into your possession the service of plate which has been prepared, in accordance with the orders of these Governments, as a recognition of the favor conferred on them by you in accepting and discharging the office of President Commissioner of the Commission sitting at Halifax, under the Fishery Articles of the treaty of Washington.

We beg to assure you that it gives us much pleasure to perform this agreeable duty, and to express to you our high consideration.

We have, &c.,

(Signed)

WM. M. EVARTS.

(Signed)

EDWARD THORNTON.

MAURICE DELFOSSE

(Signed)

Right Honorable

Sir E. Thornton, K.C.B.

*DESPATCHES.**M. Delfosse to Sir E. Thornton.*

[COPY.]

BELGIAN LEGATION,

Washington, April 29th, 1880.

SIR,—

By your note of February 15th, 1879, you were pleased to state to the Belgian Chargé d'Affairs, for my information, that the Governments of Great Britain and of the United States had decided to present me a testimonial of their appreciation of my services in connection with the Commission which sat at Halifax in 1877, under the fishery articles of the Treaty of Washington of 1871.

I have now the honor to acknowledge the receipt of the collective note of the 26th of April, instant, by which you have, together with the Secretary of State of the United States, placed at my disposal a service of plate prepared in accordance with the above-mentioned decision of the two Governments.

In receiving it, I beg to assure you I duly appreciate this testimonial, and to thank you for the cordial feeling you have been pleased to personally express on this occasion.

I have, &c.,

(Signed)

MAURICE DELFOSSE.

Right Honorable

Sir E. THORNTON, K.C.B.,

*DESPATCHES.**Colonial Office to the Governor of Newfoundland.*

[COPY.]

NEWFOUNDLAND.

No. 8.

DOWNING STREET,
31st May, 1880.

SIR,—

With reference to your despatch, No. 81, of the 19th August last, and to previous correspondence respecting the proposed presentation of a testimonial to M. Delfosse, I have the honor to transmit to you, for the information of your Government, a copy of a letter from the Foreign Office, enclosing a despatch from Sir E. Thornton on the subject.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE ON RECEIPT
OF NOTICE OF APPOINTMENT OF SIR F. B. T. CARTER
AS CHIEF JUSTICE AND R. J. PINSENT AS ASSISTANT
JUDGE.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 12.

DOWNING STREET,

12th June, 1880.

SIR,—

I have the honor to acknowledge the receipt of Sir F. Carter's despatch, No. 61, of the 26th of May, relative to the commissions recently issued to himself as Chief Justice, and to Mr. R. J. Pinsent as Assistant Judge of the Supreme Court of the Colony.

I await the further report upon the subject called for in my telegram of the 18th of May.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

 DESPACHES.

 DESPATCH FROM SECRETARY OF STATE IN REFERENCE
 TO AUTOMATIC BUOY FOR CAPE RACE.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 14.

DOWNING STREET,
 19th June, 1880.

SIR,—

With reference to your despatch, No. 73, of the 19th September, and to my predecessor's reply of the 21st November, 1878, I have the honor to transmit to you, for the information of your Government, a copy of a further letter from the Board of Trade, with its enclosure respecting Courtenay's automatic signal buoy, and its suitability for Cape Race.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.

&c., &c., &c.

DESPATCHES.

The Board of Trade to the Colonial Office.

[COPY.]

H 3746.

BOARD OF TRADE,
(HARBOR DEPARTMENT),
WHITEHALL GARDENS, S.W.,

16th June, 1880.

SIR,—

Referring to the copy of a despatch, with original enclosures from the Governor of Newfoundland, enclosed in your letter of the 7th October, 1878, I am directed by the Board of Trade to state that they have since that date been in communication with the Elder Brethren of the Trinity House on the subject of the suitability for stations like Cape Race of Courtenay's Automatic Signal Buoy.

The first trials of this buoy by the corporation were affected by defects in the construction of the particular buoy supplied, but I enclose copy of a letter now received from them, by which it will be seen that they are satisfied with the result of subsequent trials, and recommend the buoy for Cape Race.

The Board have also received (through the local Consul), favourable reports on the buoys of this construction from the Naval Engineers of the port of Havre, and they have sanctioned its employment by the commissioners of northern lighthouses.

The original papers which accompanied your letter are returned, together with the copy of the despatch.

I have, &c.,

(Signed) HENRY G. CALCRAFT:

The Under Secretary of State,
Colonial Office, S.W.

DESPATCHES.

The Trinity House to the Board of Trade.

[COPY.]

1592.

TRINITY HOUSE, LONDON, E.C.,
3rd June, 1880.

SIR,—

In reference to the enquiry contained in your letter of the 28th October, 1878, and to that of the 2nd November following, from this house in reply thereto, respecting a proposal for placing one of Courtenay's Automatic Buoys at Cape Race, I am directed to acquaint you that the Board being satisfied with the experimental trials of the Courtenay Buoy, one of which is now permanently placed at the N. E. Goodwin Station, are now of opinion that it would be desirable to place a buoy of this description off Cape Race.

I am, &c.,

(Signed) ROBIN ALLEN.

The Under Secretary, Harbor Department,
Board of Trade, S.W.

DESPATCHES.

**DESPATCH FROM THE SECRETARY OF STATE ON RETURN
OF SIR J. H. GLOVER TO NEWFOUNDLAND.**

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 16.

DOWNING STREET,

22nd June, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 63, of the 2nd instant, informing me of your arrival in Newfoundland on that day, on your return from leave of absence, and of your resumption of the Government.

I have, &c.,

(Signed) **KIMBERLEY.**

Governor Sir J. H. GLOVER, G.C.M.G.

&c., &c., &c.

 DESPATCHES.

 DESPATCH FROM SECRETARY OF STATE ON MAINTENANCE
 OF SIGNAL STATION AT CAPE RACE.

Colonial Office to the Governor of Newfoundland.

NEWFOUNDLAND.

No. 17.

DOWNING STREET,

28th June, 1880.

SIR,—

I duly caused to be forwarded to the Board of Trade and to Lloyds' copies of your despatch, No. 38, of the 10th April last, enclosing an extract from the minutes of the Executive Council, in which your Ministers desired to be informed whether either of those bodies would defray the cost of erecting and maintaining a Signal Station at Cape Race.

I have now the honor to transmit to you, for communication to your Government, copies of letters which have been received from the Board of Trade and Lloyds' in reply.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

DESPATCHES.

The Board of Trade to the Colonial Office.

[COPY.]

M 9321.

BOARD OF TRADE,
(MARINE DEPARTMENT),
WHITEHALL GARDENS, S.W.,
25th May, 1880.

SIGNALS.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 11th instant, transmitting a copy of a despatch from the Governor of Newfoundland, with enclosure, respecting a proposed Signal Station at Cape Race, and enquiring whether this Board would be willing to defray the cost, or to contribute towards the expense, jointly with Lloyds', of erecting and maintaining a Signal Station at that point.

In reply, I am directed to state, for the information of Lord Kimberley, that the Board of Trade have no funds which they could properly apply to the purpose in question, and to request you will move his Lordship to cause an intimation to this effect to be conveyed to the Governor of Newfoundland.

I am, &c.,

(Signed) THOMAS GRAY.

The Under Secretary of State,
Colonial Office, Downing Street.

 DESPATCHES.

Lloyds' to the Colonial Office.

[COPY.]

No. 4478.

LLOYDS, E. C.,

23rd June, 1880.

SIR,—

I am directed by the Committee of Lloyds' to acknowledge the receipt of your letter of the 7th instant, with reference to the cost of erecting and maintaining a Signal Station at Cape Race, and to request that you will be good enough to express to the Earl of Kimberley the regret of the Committee that they do not see their way to the erection or maintenance of a Signal Station at that point, but they would suggest that it is possible that such a Station might be of more advantage to the Board of Underwriters at New York than it would be to this corporation.

I am, &c.,

(Signed)

H. M. HOZIER,

Secretary.

The Under Secretary of State for the Colonies,

Colonial Office, S.W.

DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE IN REFER-
ENCE TO APPOINTMENT OF MR. JACKSON, UNITED
STATES CONSUL GENERAL, AT HALIFAX.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 19.

DOWNING STREET,
3rd August, 1880.

SIR,—

I have the honor to acquaint you that an application has been received from the Minister of the United States at this Court, for the issue of an exequatur to Mr. Mortimer M. Jackson, hitherto United States Consul at Halifax, Nova Scotia, empowering him to act in the capacity of Consul General for the United States at Halifax, with consular jurisdiction extending over New Brunswick, Nova Scotia, Cape Breton, Prince Edward Island, and Newfoundland.

I have to request you to report whether you are aware or not of any objection to this appointment, and if not, you will recognize Mr. Jackson, provisionally, in that capacity until the exequatur has been issued.

A similar reference has been made to the Governor General of Canada.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,

&c., &c., &c.

 DESPATCHES.

 DESPATCH FROM THE SECRETARY OF STATE CONFIRMING
 WRECK AND SALVAGE ACT.

Colonial Office to the Governor of Newfoundland.

[COPY.]

NEWFOUNDLAND.

No. 28.

 DOWNING STREET,
 23rd September, 1880.

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the Act of the Legislature of Newfoundland, No. 9, of 43rd Victoria, entitled "An Act respecting Wreck and Salvage," a transcript of which accompanied your despatch, No. 79, of the 7th July.

I enclose, for communication to your Government, a copy of a letter which has been received from the Board of Trade on the subject of this Act.

I have, &c.,

(Signed) KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.

&c., &c., &c.

DESPATCHES.

The Board of Trade to the Colonial Office.

[COPY.]

H 5845.

BOARD OF TRADE,

(HARBOR DEPARTMENT),

WHITEHALL GARDENS, S.W.,

11th September, 1880.

SIR,—

I am directed by the Board of Trade to acknowledge the receipt on the 3rd instant, of your letter dated September, enclosing transcript of an Act passed by the Legislature of Newfoundland, entitled, "An Act respecting Wreck and Salvage," and in reply to your enquiry, I am to request that you will state to the Earl of Kimberley that in the opinion of this department the Act may properly be allowed to remain in operation.

I am, however, to point out that, if the Act is to effectually carry out its purpose, it will be necessary that there should always be ready means of enforcing it at hand. The experience of former wrecks in Newfoundland has shown that the Commissioner may be unable to preserve order in the absence of the police, and that unlawful and violent acts may take place which might be prevented by the presence of constabulary.

DESPATCHES.

The Board of Trade would therefore be glad to learn that arrangements have been made to place a sufficient force of police at the disposal of the Commissioners, in the event of a wreck, to enable them to check any lawless proceedings.

I have, &c.,

(Signed) HENRY G. CALCRAFT.

The Under Secretary of State,
Colonial Office.

DESPATCHES.

DESPATCH FROM THE SECRETARY OF STATE IN REFER-
ENCE TO CONTRIBUTION FROM IMPERIAL FUNDS
TOWARDS MAIL SUBSIDY.

From the Earl of Kimberley to Sir J. H. Glover.

[COPY.]

NEWFOUNDLAND.

No. 20.

DOWNING STREET,
5th August, 1880.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 80, of the 7th of July, enclosing an extract from the Minutes of the Executive Council of Newfoundland, calling attention to the proposal for a contribution from Imperial funds towards the mail subsidy, and again asking the assent of Her Majesty's Government to this proposal.

The representations previously made on this subject by Sir W. Whiteway when in this country, and by yourself, were referred by my predecessor for the favourable consideration of the late Lords Commissioners of the Treasury, but their Lordships replied that they had learned from the Postmaster General that the sea postage derived from the correspondence with Newfoundland in both directions, does not much exceed £500 per annum, (the whole of which sum is received by the Colony, being the country providing the packet service), and, that having given the question their attentive consideration, they have come to the conclusion that the circumstances of the case were not, either in a postal

DESPATCHES.

point of view (the correspondence being so limited in amount), or in any other point of view, such as would warrant them in proposing to Parliament that a contribution should be made on the part of the Home Government.

I can, therefore, only request you to inform the Executive Council that Her Majesty's Government regret their inability to invite Parliament to vote a subsidy towards the expenses of the packet service.

I have, &c.,

(Signed)

KIMBERLEY.

Governor Sir J. H. GLOVER, G.C.M.G.,
&c., &c., &c.

NEWFOUNDLAND RAILWAY COMPANY

REPORT OF THE RAILWAY COMMISSIONERS

The Commission was organized by order in Council on the 1st day of July 1878, and its first meeting was held on the 12th day of the same month. The Commission has since that time been engaged in the study of the various questions connected with the railway, and has reported to the Government on several occasions. The Commission has also been engaged in the study of the various questions connected with the railway, and has reported to the Government on several occasions.

NEWFOUNDLAND RAILWAY.

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REPORT OF THE RAILWAY COMMISSIONERS, 1880.

The Commissioners appointed by virtue of "An Act to authorize the raising by loan of a sum of money for the construction of a Railway and for other purposes connected therewith," beg to report that when they received their commission on the 15th of June last, they lost no time in instituting inquiries as to the most efficient means by which to obtain a survey of the proposed line.

They put themselves in communication with parties in various parts of the Dominion, and Mr. Morris, of the London engineering firm of Kinipple and Morris, being at the time in St. John's, they had various interviews with him, and on a comparison of his proposals with those received from Canada, they decided on the advisability of accepting an offer from him for the conduct of the survey and location of the line, and to furnish all detailed and working plans and specifications on which contracts might be made and entered into for the completion of the work.

Mr. Light, the eminent Canadian engineer, was invited to visit St. John's, so that he might be conferred with in relation to the undertaking, but his engagements did not permit of his leaving home at the time; however, he furnished the Commissioners with his estimate of the cost of effecting the whole work of the survey, and as this was in close harmony with the estimate submitted by Mr. Morris, it seemed to the Commissioners that they were safe in accepting the proposal of that gentleman for the service embraced in his offer, and he was accordingly agreed with, and instructed to procure his assistants and the laborers he required, with as little delay as possible. As we have but few persons

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in this country qualified in the business of Railway engineering, it was necessary to obtain them abroad, and Mr. Morris, by direction of the Commissioners, accordingly instructed his agent in Canada to obtain the services of the number he required, and they arrived here with but little loss of time, and at once entered on the work of the survey with the requisite number of laborers. It was soon evident that a most efficient staff had been obtained, and the discharge of their duties was marked by energy and zeal, and every assurance given that their work would be performed with satisfaction to the chief engineer, and the result of the whole would be accurate and reliable.

Some obstructions were thrown in the way as the surveying parties proceeded, by persons who feared injury to their holdings through which the line was being carried, but these were met by small equitable concessions and disposed of without difficulty.

It is to be regretted that any attempt should have been made to prejudice the minds of the uninformed of our people by stories of the most unfounded character regarding the Railroad undertaking, and the effects were made manifest at the settlement of Foxtrap, where a large number of persons offered violent resistance to the surveying party, and the employment of the police was made necessary to restore order and prevent further obstruction to the prosecution of the work.

The season was a peculiarly favorable one for field operations, and but little time was lost on account of the weather. The surveying parties who were occupied on five separate sections, returned as soon as they severally completed their survey, the last being delayed owing to the peculiar difficulty of the work until the second of December.

The line has been perfectly surveyed from St. John's to the proximity of Spread Eagle Peak, with branches to Harbor Grace, to Brigus, and an alternative line to Clarke's Beach, which presents advantages in the way

NEWFOUNDLAND RAILWAY.

of easy construction over the branch line to Brigus, but the matter of selection remains open for further consideration.

As there has not been time for Messrs. Kinipple and Morris to perfect their full and detailed reports and plans, at the request of the Commissioners a preliminary report has been furnished by them, with an estimate of the cost of the road surveyed, both of which are herewith transmitted.

The Commissioners also beg to forward a statement of the accounts of their expenditure for the past year.

Respectfully submitted.

A. SHEA, *Chairman.*

St. John's, February 24th, 1881.

NEWFOUNDLAND RAILWAY.

**REPORT ON NEWFOUNDLAND RAILWAY, BY MESSRS
KINIPPLE AND MORRIS, M.I.C.E.**

FIRST SECTION.

To the Honorable the Chairman and Members of the Railway Commission, Newfoundland.

GENTLEMEN,—

In accordance with your instructions to us of the 25th June, 1880, our Mr. Morris took immediate steps to make the necessary arrangements for laying out the course of the line, making surveys, and taking levels of the First Section of the proposed Railway, which is of a length of about ninety-seven miles.

On the 26th June, Mr. Pilkington, our resident engineer on the harbor improvement works, Quebec, was telegraphed to select engineers for the work, and to send them to St. John's without delay. As the field work had to be completed before the winter set in, it became necessary to form five surveying parties, composed of an engineer in charge of each camp, assistant engineers, and the requisite compliment of labourers for carrying out the work.

Pending the arrival of the engineers from Canada, tents were being made and equipped, and provisions packed ready for each surveying party to start to their destination at the earliest possible moment.

The party of engineers arrived in St. John's on the 8th July, and within a few days after each party was at their appointed place and at work.

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GENERAL DIRECTION OF THE MAIN LINE AND BRANCHES.

Particular instructions were given to us that we were to lay out the main line from St. John's towards the neck of the Isthmus of Avalon, as it is intended to continue the line from this point to the mining districts and fertile lands of the north, and that we were not to consider the portion of the line under survey a local one, but a portion of the main line with branches to Harbor Grace and Clarke's Beach.

COAST LINE.

Further instructions were given us that we were to lay out the line as near the coast as possible, having due regard to the general direction of the main line.

It will be seen from the small hand plan appended herewith, that we have closely followed the coast as far as Salmon Cove river, from which point the main line leaves the coast and takes a more or less direct course in a north-westerly direction to the Hodge Waters, and on towards Spread Eagle Peak, eventually to be continued to the neck of the Isthmus of Avalon.

We may here remark that strong opinions were expressed that we should be bound to follow the route of the old survey as far as Holyrood, and even beyond.

With the view of improving this route, thinking no other could be obtained, our Mr. Morris, in the first instance, started the surveyors of division B at a point about four miles up the Manuel's river from the main road, and the surveyors of division C and D at a point about eight miles out from Holyrood, on the Holyrood and Salmonier road; but as soon as Mr. Morris had an opportunity of exploring the country, he came to the determination to abandon the old route entirely, and immediately removed the surveyors of divisions B, C, and D out to the coast, starting

NEWFOUNDLAND RAILWAY.

division B at Manuel's bridge on the main carriage road to Holyrood, division C on the Witless Bay road, at a point about 300 yards or so from its junction with the main Holyrood road, and division D at the head of Lee's pond.

We think it right to mention that we consider the advisability or otherwise of continuing the line from Salmon Cove river along the coast past Collier's Bay, Brigus, and on to Clarke's beach.

From an examination of the country between these points, more particularly along the main road, also from a "look out" near Harbor Main, and from the top of the "Blue Hills," the country presented such difficulties as to lead us to the conclusion that a line carried in the above named direction, though possibly it might be somewhat shorter than the one selected, would of necessity have been an exceedingly costly work, while at the same time the country between Salmon Cove and the Hodge Waters and down the Gould's valley to Clarke's beach, would not have been opened up.

The line we have laid down opens up this district of country, and is almost a surface line, and further the main line is rendered much less circuitous; this we consider of paramount importance, having regard to the future extension of it northwards.

By reference to the small map before alluded to it will be seen that Salmon Cove river is about the proper point for the main line to diverge from the coast.

FRESHWATER VALLEY ROUTE.

As requested our Mr. Morris examined the Freshwater Valley as to the desirability of adopting this route for the railway.

Starting at St. John's he found that the terminus works would require extensive tunnelling to bring the Railway down to the level of the

NEWFOUNDLAND RAILWAY.

quays of the harbor. Another difficulty also would have arisen in procuring sufficient area of land for station ground, and for the necessary terminal works except at a very great cost, whereas by taking the Riverhead valley the works at the terminus at Job's bridge can be constructed at a very moderate outlay.

The large area of land between Job's bridge and the Gas Works, belonging as it does to the Government, will, we presume, be obtained free of cost for the terminal works of the Railway, and, further, this site offers great facilities for the future extension of the harbor and the construction of a system of docks which would adjoin the Railway terminus.

GENERAL DESCRIPTION OF ROUTE OF LINE.

MAIN LINE.—The line commences at Job's bridge, St. John's, and follows the Riverhead valley to a short distance beyond Waterford bridge, when it turns somewhat to the north, passing close to White's bridge, near the Lunatic Asylum, from thence it runs parallel to the Topsail road until Mill's pond is reached, here the line turns a little to the south, passing Three Arm and Three Island ponds, and thence through land belonging to Mr. Carter on its way to Manuel's river, which it crosses not far from the present bridge.

From this point the line runs more or less parallel with the main Holyrood road, until Holyrood is reached, it then skirts the shore of Conception Bay, crossing the North Arm river between the bridges, carrying the main and shore roads over the river; from this point the line skirts the coast for about a mile, and then runs in a westerly direction to the foot of Lee's pond, from whence it runs up the Salmon Cove valley, crossing the river near Nine Island pond; from here the line takes an almost direct course to the Hodge Waters, where it connects with the old route, which it follows more or less until the head of

NEWFOUNDLAND RAILWAY.

Spaniard's Bay river is reached, where the Harbor Grace branch joins the main line.

HARBOR GRACE BRANCH.

This branch commences at the junction with the main line at the head of Spaniard's Bay river, and follows the valley of the same for some distance, crossing the Telegraph road at about five miles east of Spread Eagle Peak ; it then follows close to the Dildo river and skirts Dildo pond, and from thence continues for some considerable distance in a north-easterly direction, crossing the main road from Spaniard's Bay to New Harbor, at about midway between these places.

From one to two miles beyond this point the Harbor Grace valley is reached, which the line follows to Harbor Grace, where it terminates in Water street.

CLARKE'S BEACH BRANCH.

This branch commences at a junction with the main line in the vicinity of the Hodge Waters, and it was originally intended that it should terminate at Brigus, but on further consideration it was thought that the district generally would be much better accommodated if the line was made to terminate at Clarke's Beach rather than at Brigus ; this determination after exploring the district proved to be a wise one, for the Goulds Valley was found to be the most favorable for this branch.

COMMENCEMENT OF SURVEYS.

On the 26th June our Mr. Morris commenced the field work, with Mr. C. Harvey in charge of division A, and had set out the route of this portion of the line towards the coast as far as the first Steady pond, before the arrival of the engineers from Canada on the 8th July ; afterwards the line was continued on to Manuel's river, where it formed a junction with division B.

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DIVISION A.

MR. CHARLES HARVEY, OF ST. JOHN'S, ENGINEER-IN-CHARGE.

DESCRIPTION OF ROUTE.—This division commences at Job's bridge, St. John's, runs along the Promenade, and crosses the riverhead at an angle from near the gas works on the east side, fromthence it runs more or less by the side of the river up to the Bay Bulls road, which it crosses at a short distance beyond Waterford bridge; the line then takes a northerly direction, crossing the river near Mr. Nevill's garden, continuing thence in a somewhat northwesterly direction, and crossing the main road from St. John's near White's bridge at a short distance from the Asylum; the line then runs in a westerly direction, being more or less parallel with the Topsail road; at about eight miles out the line passes to the south of Brazil's pond, skirts the northside of Mill's pond between the road and the pond, then turns southeast passing Nevill's pond about one hundred and fifty yards therefrom, and about seventy yards from Rocky pond; the line then makes a sharp turn, and runs due north, skirting Three Island and Topsail ponds, and following the outlet from Topsail pond until a point about thirteen miles out is reached, where it is within one hundred yards of the main road from St. John's to Topsail, but at rather a high elevation above it. Nevertheless, a station could be made at this point for passenger traffic, thus giving convenience to the east end of Topsail, while a goods and passenger station for the convenience of the centre and west end of Topsail could be made at the bye-road, about half a mile or so to the west of Mr. Carter's farm. From the latter point the line takes a westerly direction until Manuel's river is reached, which it crosses about two hundred and sixty-six yards to the south of the present bridge, carrying the main road over the river, and at an elevation of about one hundred and forty-nine feet above sea level.

The length of this division is about sixteen miles, the first ten miles of which passes more or less through cultivated gardens and farm lands, while the remaining length of the line goes through farm and uncultivated land, covered with timber of small growth.

NEWFOUNDLAND RAILWAY.

The earthworks of this division are very light, except for a short length near Manuel's river, where the works are a little heavier.

There will be five bridges, including the one over the river **Manuels**.

GRADES AND CURVES.

The following are the total lengths of the steepest grades on this division, viz.:—of one in forty, or 2·5 per 100 there is less than a mile, and from one in forty-five up to one in fifty, inclusive, (that is, from 2·2 to two per one hundred), there is about two and a half miles. The greatest length of any grade from one in forty up to one in fifty, inclusive, is not more than five-eighths of a mile.

The total length of what some engineers might consider as steep grades is only four and a half miles out of sixteen.

There are nine sharp curves on the line, varying from three hundred and thirty-seven to three hundred and eighty-two feet radius, that is, seventeen degree to fifteen degree curves; the total length of curves of these radii is about three-fourths of a mile, the average length being one hundred and seventy yards.

All these curves are on easy grades, with the exception of one about one hundred and eighty yards in length, which is on a grade of one in forty-five or 2·2 per one hundred.

The remaining curves on the line are of easy curvature.

EARTHWORKS.

We believe the only solid rock cutting on this division is about three miles out from St. John's, near the school-house beyond **White's** bridge; the rest of the cuttings will be in clay, ballast, sand and boulders.

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SUMMIT LEVEL.

The summit level on this division is reached at about eight and a half miles out from St. John's, at Neil's pond, attaining at this point a level of five hundred and forty-five feet above mean sea level.

The engineers on this division met with some opposition from the inhabitants of the district, who objected to the surveyors passing through their small garden patches. The delay, however, did not involve a loss of time of more than a few days.

DIVISION B.

MR. EDMUND B. TEMPLE, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This division commences near to Manuel's river bridge, and terminates at the Witless Bay road, at Holyrood. Near to Manuel's river bridge the line will be about forty-five yards south of the main road, and opposite Mrs. Squires's it is nearly three hundred yards to the south of the road; it then continues nearly parallel to the main road until Connoway Point is reached, where it will be about seventy yards to the south of the road.

At Middle Bight the line runs to the south of the school-house, and within fifty yards of the road, and at Kelligrews brook the line is about two hundred yards to the south of the road; it then crosses the main road about five hundred yards to the west of the bridge over Lower Gully brook, and continues more or less parallel to the road, and fifty yards or so to the north of the same. At Upper Gully brook the line is within eighty yards of the foreshore of Conception Bay, and continues more or less parallel to the shore on to Lance Cove pond, crossing the main road again at the junction of the farm road leading to Lance Cove

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with the main road, and runs close and parallel to the main road for some distance until Seal's Cove river is reached, where the line is three hundred and fifty yards to the south of the road ; from the last point the line curves somewhat to the south and back again to the north, where it is some twenty yards or so to the south of the road opposite to the centre of Indian pond. At Quarry river the line is two hundred and twenty yards to the south of the main road, and crosses and recrosses it a mile and one mile respectively from Quarry river. At twenty-seven and a half miles from St. John's, or eleven and a half miles from Manuel's river, the line passes the base of Kelly's mount, where it is one hundred and seventy yards to the south of the main road ; it then follows along the side slope of the hills past Hawko's pond, at about eighty yards to the south of the road, and continues more or less parallel to the main road until Witless Bay road is reached, which it crosses at three hundred yards from its junction with the Holyrood road.

The length of this division is fully fourteen and a quarter miles.

EARTHWORKS, ETC.

The earthworks are moderately light, and the other works comprise seven road and river bridges.

The nature of the soil we believe to be gravel and loose rock throughout.

The timber is of small growth, being spruce, balsam, tamarac, birch and alders.

GRADES AND CURVES.

The following are the total lengths of steepest grades on this division, viz: Of one in forty, or 2.5 per 100, there is a length of about one and three-quarter miles, of from one in forty-five to one in fifty, inclu-

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sive (that is, from 2·2 to 2 per 100), there is a length of about three-quarter miles, making a total length of about five and a half miles of gradient of from one in forty to one in fifty.

The average length of the steepest grade is three hundred and sixty yards, the longest is about one-third of a mile.

The curves on this division are few and easy, the sharpest being of a radius of four hundred and forty-one feet, or a thirteen degree curve.

SUMMIT LEVEL.

The line at its commencement near Manuel's bridge is at a level of about one hundred and forty-nine feet above mean sea level, and at a distance of about two miles from Manuel's river, or about eighteen miles from St. John's, it falls to about twenty-eight feet above mean sea level; and at a distance of about eleven and a half miles from Manuel's river bridge, or about twenty-seven and a half miles from St. John's, it reaches its summit level at a height of about two hundred and sixty feet above mean sea level; the line falls from this point to its termination at a point a little beyond Witless Bay road, where the rail level is at a height of about seventy-four feet above mean sea level.

The line as located on this division, traverses more or less cultivated land for about half its length; the remaining portion being uncultivated, and principally covered with timber of small growth, as previously described. The surveying party of this division met with great opposition from the people in the district of Foxtrap, Middle Bight, Kelligrews and Upper and Lower Gullies, who objected to the engineers passing over their small patches of cultivated land. It was necessary on two occasions to have recourse to the assistance of the police to protect the party, and to enable the surveys to be proceeded with.

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DIVISION C.

MR. CARLO FORBES, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This division commences at the Witless Bay road, about three hundred yards south from the main Holyrood road, near Mrs. Boullen's property and Mr. Veitch's wharf, respectively. The line then runs due north, crossing the main road at the bridge on the coast road across the outlet from Shallow pond; from thence it follows closely the shore line of Conception Bay, crossing the North Arm river, about two hundred yards to the north of the bridge, carrying the main road over the river—(the line has a sharp curve at this point); it then takes the west side of the river and road, running parallel with the latter for about a mile, when it takes a turn nearly due west, passing a little to the north of Burnt Point pond, and continuing in the same direction until the foot of Lee's pond is reached. From this point the line was continued for about one and a half miles further in the same direction, or a little past the head of Lee's pond.

The length of this division was seven miles, one and a half miles of which were abandoned by reason of the deviation line, C and B, at the foot of Lee's pond, hereafter described; therefore, only five and a half miles of this division has been adopted.

EARTHWORKS, ETC.

The works on this division are heavy, in fact the heaviest throughout the whole length of line, the ground being very rough and broken. The cuttings will be principally in loose rock, gravel, clay, boulders and swamp. There will also, however, be some solid rock cuttings.

The other work comprise two large bridges and one large culvert.

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GRADES AND CURVES.

The following is the lengths of the steepest grades, viz.:—of one in forty, or 2·5 per 100, a length of about two and a quarter miles.

The average length of these grades is a little over five hundred yards, and the longest not more than half a mile.

There is only one sharp curve on this division ; it is of a radius of three hundred and thirty-seven feet, that is, a seventeen degree curve. This curve is on a level portion of the line, and is of a length of about three hundred and seventy yards.

The first four miles of this division passes through cultivated land, gardens, &c., the remaining portion being through swamps and timber lands.

SUMMIT LEVEL.

This division at its junction with B, is at a height of about seventy-four feet above mean sea level, at a distance of about one mile from its commencement, or about thirty-one and a quarter miles from St. John's. It falls to about seventeen feet above mean sea level, at a distance of about four and a half miles from its commencement, or thirty-four and three-quarter miles from St. John's ; it reaches its summit level at a height of about two hundred and forty-two feet above mean sea level, and at its termination it is at a height of about two hundred and thirty-seven feet above mean sea level.

In the execution of the works on this division the line can be materially improved and the cost lessened.

NEWFOUNDLAND RAILWAY.

DEVIATION LINE C AND D.

MR. CHARLES HARVEY, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This deviation is in lieu of about one and a half miles of line on division C, and of about three miles on division D. It commences about half a mile to the south-east of the foot of Lee's pond, and takes a north-westerly course, crossing the road leading to Harbor Main, and at a short distance further on crosses the Yellow Marsh road leading to Salmon Cove.

At the crossing of this road there would be a convenient place for a station for accommodating the district, it being only about three-quarters of a mile from the main road leading to Salmon Cove and Harbor Main. From Yellow Marsh road the line continues in the same north-westerly course, running parallel with the Salmon Cove river, and taking the slope of the valley of the same. It passes the first and second Lahore ponds a little to the south, and crosses the east branch of the Salmon Cove river a short distance below Nine Island pond, and forms a junction with division D at a point about three hundred yards north of the river.

A great saving will be effected by carrying out this deviation instead of the original line. The works upon the latter would have been very heavy, with a summit level to get over, whereas the works on the deviation will be extremely light, the grades and curves very much better than on the original line, and the inclination nearly all in one direction.

The length of this deviation is nearly five miles.

EARTHWORKS, ETC.

The earthworks, as before mentioned, are very light, and will be principally in gravel, clay, loose rock, boulders and swamp. There will also be a little solid rock cutting.

NEWFOUNDLAND RAILWAY.

There will be two bridges, one near the foot of Lee's pond, over the outlet from the pond, and the road adjoining which leads to Harbor Main, and the other over Salmon Cove river.

GRADES AND CURVES.

A considerable portion of the line is level, the grades on the remaining portion (with one exception) are very easy. The exception referred to is a grade of one in fifty, or two per one hundred, and is about six hundred and sixty yards in length.

There are only four sharp curves on this division; their radius of curvature is about three hundred and eighty-two feet (that is, fifteen degree curves), and their total length about five hundred and forty yards, giving an average length of about one hundred and thirty-five yards for each. These curves can be improved in the construction of the line.

This division passes through marsh land, with tracts of small timber of balsam and spruce.

The height of the line at the commencement of this division is about two hundred and thirty-seven feet above mean sea level. At a distance of one mile from its commencement it falls to about one hundred and seventy-eight feet above mean sea level, and at its termination, where it joins division D, it is about three hundred and sixteen feet above mean sea level.

DIVISION D.

MR. JAMES B. HEGAN, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This division begins by a junction with deviation line C and B, near Nine Island pond, and at a distance of about forty and a half miles from St. John's.

NEWFOUNDLAND RAILWAY.

From its starting point it takes a westerly direction to the west branch of the Salmon Cove river, along which it follows for some distance, and crosses the same at about three-fourths of a mile from its commencement; it then runs nearly due north for a mile and a half; thence taking a westerly direction it touches O'Brien's pond, at about two and a half miles from its commencement, or about forty-three miles from St. John's. The line skirts this pond for a short distance, then takes a northerly direction, and at about three and a half miles from its commencement, or about forty-four miles from St. John's, it takes a sharp turn to the west, skirting Goju's pond on the south side, and at about one hundred yards distant therefrom. Continuing in the same westerly direction it crosses the inlet to Collier's pond at about five miles from its commencement, or about forty-five and a half miles from St. John's; at forty-six miles it touches Collier's water stream, and about forty-seven and a half miles it crosses another branch of the Collier's water at eight and a half miles from its commencement, or about forty-nine miles from St. John's. Gould's brook is crossed, and the line after passing between two ponds again crosses and recrosses Gould's brook. At fifty-one and a quarter miles the line crosses a stream (Gould's brook) connecting two ponds, and about eleven and a quarter miles from its commencement, or about fifty-one and three-quarter miles from St. John's, it crosses the summit, dividing the waters flowing to Conception and St. Mary's Bays; from this point it takes a northwesterly direction, and at fifty-three miles is within a short distance of the head of Big Barren pond, on the north side thereof; it thence runs generally in a westerly direction, and at fifteen and a half miles from its commencement, or fifty-six miles from St. John's, it passes between two ponds to the north of Big Barren pond, and continuing in the same direction it runs more or less parallel with a stream discharging into the Hodge Waters, and at about seventeen and a half miles from its commencement, or about fifty-eight miles from St. John's, Hodge Water pond is reached. The line skirts this pond for a short distance, crossing Hodge Water Rocky river, and still main-

NEWFOUNDLAND RAILWAY.

taining the same westerly direction for about one and three-quarter miles, it terminates by a junction with division D at a point about sixty miles from St. John's. The length of this division is about nineteen and a half miles.

Mr. Hegan ran an alternative section between two points, distant about four hundred and fifty yards and two thousand six hundred yards, respectively, from the commencement of this division, which, although an improvement as regards distance, yet the cost on account of the heavy works may be increased. We therefore adopt in the meantime the route laid down upon the plans.

EARTHWORKS, ETC.

The earthworks on the first half of this division are a little heavy, on the remaining half they are light.

The cuttings will be principally in swamp, red clay, sand, gravel and boulders. There will also be a little rock cutting.

The other works comprise five bridges over streams.

GRADES AND CURVES.

The following are the lengths of the steepest grades, viz :—of one in forty, or 2·5 per 100, about four miles, of from one in forty-five to one in fifty (that is, 2·2 to 2 per 100), about two and a half miles.

The average length of these grades is about four hundred and ten yards, the longest being about two-thirds of a mile.

There are no sharp curves on this division, the smallest radius of curvature adopted being four hundred and sixty-nine feet, that is a twelve degree curve.

NEWFOUNDLAND RAILWAY.

This division passes entirely through uncultivated land, chiefly covered with timber, consisting of fir, black spruce, white spruce, and white and yellow birch, generally of small size, although in a few places good sized timber is to be found.

SUMMIT LEVEL.

This division at its junction with deviation C and D, is at a height of about three hundred and sixteen feet above mean sea level, at about three and one quarter miles from its commencement, or about forty-three and three-quarter miles from St. John's ; it attains its summit level at a height of about four hundred and sixty-nine feet above mean sea level ; it then falls to a level of one hundred and seventy-seven feet above mean sea level, at about eighteen and a half miles from its commencement, or about fifty-nine miles from St. John's, and at its termination it is about two hundred and nine feet above mean sea level.

DIVISION E.

MR. G. B. CHADWICK, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This division commences by a junction with the end of division D, at about sixty miles out from St. John's, and takes a southeasterly direction through open barrens for a distance of about one and a half miles, when Spaniard's Bay river is reached, near to which it runs for about two and a half miles, crossing the telegraph road about five miles east of Spread Eagle Peak, and at a distance of about two miles from the commencement of this division, or about sixty-two miles from St. John's. Dildo pond is reached at about sixty-four miles, and the line skirts the southside of this pond for about one and a half miles. Summit pond is passed on the southside at about sixty-seven miles, and the line continuing in an easterly direction skirts the south sides of Island pond and Camp pond, and the northside of Hilly pond, the latter of which is

NEWFOUNDLAND RAILWAY.

passed at about sixty-nine miles; the line still maintaining an easterly direction passes between Moor pond and Duck pond, and along the north-side of Snipe pond, and reaches Trout pond about seventy-one and a half miles from St. John's, or about eleven and a half miles from the commencement of this division; the line runs close to this pond for about half a mile, then skirts several small ponds between Trout pond and Barren pond, which is reached at about seventy-four miles from St. John's. The line still maintaining the same general direction passes close to Gull pond on the southside and battery on the northside. At this point which is about seventy-five miles from St. John's, the line comes near to the road from Spaniard's Bay to Newharbor, and follows it closely from thence for about two miles, crossing and recrossing it several times and skirting the northside of Big pond and Camp pond; at about seventy-seven and a half miles from St. John's Fall pond is reached, and about three and a half miles further it passes between Tilt and Spaniard's Bay ponds, thence along the southside of Long pond and down the main valley into Harbor Grace, crossing Harvey street at about one and a quarter miles from Noad street and running more or less parallel with it until Water street is reached, where it terminates at a point about three hundred yards from Noad street.

At the termination of the line the Government may, if they think desirable, construct a pier, as shewn on plan. This, however, is not included in the contract.

At the end of the pier there is a depth of water of about four fathoms.

EARTHWORKS, ETC.

The earthworks throughout this division are very light; except for a portion of about one mile in length, at a distance of about one and a half miles from Harbor Grace, where they are rather heavy.

NEWFOUNDLAND RAILWAY.

The cuttings for the first twenty miles will be principally in gravel, sand, clay and boulders, the remaining six miles will be in solid rock.

There will only be three bridges, and a few large sized culverts in this division.

GRADES AND CURVES.

The following are the total lengths of steepest grades, viz.:—of one in forty, or 2·5 per 100, about five and a half miles of grades, from one in forty-five to one in fifty, that is, from 2·2 to two per 100, about two and a quarter miles.

The average length of these grades is about five hundred and twenty yards, the longest being about a mile.

There are only three sharp curves on the whole length of line. They are of three hundred and eighty-two feet radius, that is, fifteen degree curves, and of a total length of about five hundred yards, or an average length of about one hundred and seventy yards.

The remaining curves are of easy curvature.

The total length of this division is about twenty-six miles, the first twenty of which pass through open barrens, and the remaining six through cultivated lands.

Several tracts of timber are passed, principally of small size, and of the following varieties, viz., spruce, balsam, larch, birch, and witchhazel.

SUMMIT LEVEL.

The line at its junction with division D, is at a height of about two hundred feet above mean sea level. At about fifteen miles from its commencement it reaches its summit height at about four hundred and twenty-six feet above mean sea level, and at its termination at Harbor Grace, it is about eight feet above mean sea level.

NEWFOUNDLAND RAILWAY.

CLARKE'S BEACH DIVISION.

MR. CARLO FORBES, ENGINEER IN CHARGE.

DESCRIPTION OF ROUTE.—This division commences on the main line at a point on division D, at about forty-eight and a half miles out from St. John's, and runs in an easterly direction for about one and a quarter miles, passing between two large ponds, and crossing and recrossing Gould's brook at about one and a half and two miles respectively from its commencement; from thence it runs nearly parallel to Gould's brook at about seven hundred feet therefrom for a distance of about two miles, when it crosses the river and runs on the northside of the same close thereto for a distance of about three-fourths of a mile, crossing again to the southside at about five miles from its commencement, or about fifty-three and a half miles from St. John's. Between this point and the ford at the end of Mr. Mackinson's farm road, which is reached at a distance of about seven and a quarter miles from the commencement of this division, Gould's brook is crossed and recrossed several times. At fifty-six and a half miles from St. John's Hodge Water road is crossed, and a little beyond this point Mr. Mackinson's farm-house is passed, at about three hundred yards to the north thereof. The line from this point runs more or less parallel with Hodge Water road for about one and a half miles, crossing and recrossing it several times, and at about ten miles from its commencement, or about fifty-eight and a half miles from St. John's, it leaves the Hodge Water road, taking a north-easterly direction for about one and a half miles, and terminating on Mr. Isaac Richard's property, a little to the south of the south gut at Clarke's beach.

The length of this division is about eleven miles, and the distance from St. John's to Clarke's beach about fifty-nine and a half miles.

NEWFOUNDLAND RAILWAY.

EARTHWORKS, ETC.

A few cuttings at the beginning of this division are rather heavy; the remainder of the earthworks are very light.

The cuttings will be principally in surface soil and gravel. There will also be some loose rock cutting.

There will be nine bridges over Gould's brook, and one over a stream leading into it.

GRADES AND CURVES.

There are no grades of one in forty, or 2·5 per one hundred on this division. The steepest grades are from one in forty-three to one in fifty, that is, from 2·3 to two per one hundred. The total length of these grades amount to only one thousand four hundred yards, and the average length is about three hundred and fifty yards.

The whole of the curves are of easy curvature, the sharpest being of a radius of five hundred and seventy-three feet, that is a ten degree curve.

GENERAL INSTRUCTIONS TO ENGINEERS.

GRADES.—Instructions were given to the engineers in charge of the various divisions not to exceed, if possible, a maximum grade for the line of one in sixty, or 1·66 per one hundred, that is to say, one foot vertical to every sixty feet of horizontal measurement.

After having run trial sections we found that it was not desirable to adhere to these instructions, because the works would have been so heavy as to preclude the line being made for anything like the money which we were informed the Government were proposing to expend; hence we were compelled, with a view to getting a less expensive and almost a surface line, to adopt a maximum grade of one in forty, or 2·5 per one

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hundred. The length of this maximum grade throughout the entire length of main line and branches is about fourteen and a half miles.

With regard to the working of such grades we may state that much heavier grades are being worked in various parts of the world; for instance, we may mention that in New Zealand, on railways of a 3' 6" guage, it has been found necessary to adopt grades of one in thirty-five, or 2.9 per one hundred, and in one place a grade of one in fifteen, or 6.6 per one hundred for a continuous length of about two and a half miles is now being worked. In Southern Russia where drift snow has to be contended with, a gradient of one in nineteen or 5.3 per one hundred for a continuous length of thirteen miles is being worked. The Imperial Railway to Candahar, at present in course of construction, has grades of one in forty, or 2.5 per one hundred.

On the Pattillos railway, at the southern extremity of Peru, grades of one in twenty-nine, or 3.5 per one hundred, are being worked.

In Mexico, on the Denver and Rio Grande railway, grades of one in twenty-five, or four per one hundred, and of one in thirty-three or 3.3 per one hundred are being successfully worked.

In Peru, on the Iquique section of the Tarapaca railway, there are grades of one in twenty-two and a half, or 4.4 per one hundred, of one in twenty-five, or four per one hundred, and of one in twenty-nine, or 3.5 per one hundred.

On the Gwendreath Valley railway, South Wales, England, there is a gradient of one in forty-three, 2.3 per one hundred, of one mile in length, and on a very torbuous piece of line.

On a line on the broad or 4' 8½" guage, which we are just completing in South Wales, we have almost a continuous grade of one in forty-seven, and of one in fifty-one in four miles in length, and upon a number of sharp curves.

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A gradient of one in thirty-eight, or 2·6 per one hundred, and six and a quarter miles in length, is being worked constantly on the Brecon and Merthyr railway, South Wales, England.

We might add further examples, but what we have already given will, we think, be sufficient to shew that grades of one in forty are practicable.

Of course the lighter the grade the less expense there is in working the line, but the difference between working a line with grades of one in forty, or 2·5 per one hundred, and one with grades of one in sixty, or 1·66 per one hundred, will not be great, whilst by the adoption of the former in constructing the line a very considerable saving in first cost will be effected.

CURVES.

The minimum radius of curvature on the line is three hundred and thirty feet, that is, a seventeen degree curve.

There are, however, but few of these, and with few exceptions, all are on easy grades, or on level portions of the line. We have no hesitation whatever in saying that these curves can be easily run over with suitable engines, without excessive wear or tear, and at a fair speed.

On the Gwendreath valley railway, before mentioned, there is a curve of ninety-three feet radius, that is, a sixty-two degree curve, upon a grade of one in forty-three, or 2·3 per one hundred, over which engines are now working.

Engines are at present being constructed for the Indian Government to work round curves of seventy feet radius, and in England there are curves of one hundred and fifty feet radius, that is, thirty-eight degree curves, on some of the main railway lines near stations.

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We merely mention these sharp curves to shew what can be done, and is being done daily. Of course such curves should be adopted as seldom as possible.

As mentioned above the sharpest curves on this line are of three hundred and thirty feet radius, and these are laid down principally near the sites of stations, and consequently where the speed will be lessened.

CULVERTS.

The culverts will be of the types generally known as box and beam culverts.

The side walls will be formed of dry stone walling. Where the embankments are shallow, the walls will be carried up to formation level, and timber bearers laid across to carry the rails. In embankments of moderate depths the culverts will be covered by slabs of stone, and in deep embankments the openings may be arched over.

BRIDGES.

We propose to construct the abutments and piers of all the bridges and viaducts of Portland cement, rubble concrete faced with fine concrete, which class of work may be considered equal to first-class masonry as regards strength and durability, and will only be about one half the cost. The materials employed will be rough stones (found lying in the beds of the streams or elsewhere, near the sites of the bridges), sand and Portland cement.

No skilled workmen will be required, the ordinary laborer or navy under proper direction and supervision, being quite sufficient for this class of work.

From our large experience in carrying out works of Portland cement rubble concrete, both in Canada and elsewhere, we have no hesitation in

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stating that this class of work will stand the climate as successfully as in Canada.

The abutments of high bridges or viaducts will consist of plain piers of rubble concrete, without wing walls, the embankments being allowed to take a natural slope all round them.

The superstructure of all bridges and viaducts will be of timber, but we have drawn out alternative designs for a wrought iron superstructure, and in the specification we will make provision for tenders from contractors for both classes of work, and the commissioners, if the extra cost for iron is not too great, may determine to erect wrought iron instead of timber bridges.

We might here mention that in moist climates timber structures seldom last in good condition more than ten years, while iron may, with ordinary care, be considered lasting and permanent.

In the estimate we have submitted we have considered the superstructure to be of timber.

PERMANENT WAY.

RAILS.—We propose the rails to be of steel, flat-bottomed or flanged, and to weigh forty-two lbs. per yard run. They will be fastened to traverse sleepers or ties with spikes, and the ends of the rails secured with ordinary wrought iron fish-plates.

A steel rail of forty-two lbs. per yard run will be sufficient for this Railway, but it has been found that great economy as regards maintenance is obtained by the adoption of a rail slightly heavier than that actually required for the line, and, therefore, if not deemed too expensive, we would, on the ground of economy in maintenance, recommend a steel rail of fifty lbs. per yard run.

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SLEEPERS.—The sleepers will be of tamarac, black spruce, or other suitable timber, which may be obtained in the island, and will be about seven feet in length, and not less scantling than 7" x 4½", to be placed 2' 6" apart from centre to centre, except at the joints of the rails where they will be about 2' 0" apart.

BALLAST.—The ballast will be nine inches in depth under the sleepers, and between the sleepers an additional thickness of four inches will be laid.

LENGTH OF MAIN LINE AND BRANCHES.

The total length of the Railway is nearly ninety-seven miles, the main line being sixty, the branch to Harbor Grace twenty-six, and the branch to Clarke's beach eleven miles in length.

EARTHWORKS.

The total amount of earthwork throughout the line is eight hundred and thirty thousand cubic yards, or at the rate of eight thousand five hundred cubic yards per mile. In a rolling country such as Newfoundland, Railways with earthwork of double the above amount per mile are regarded as favorable. The proposed line will, therefore, be found to compare very favourably in this respect with lines in similar countries.

Fortunately there will be an exceedingly small amount of rock cutting on the line, the total amount being only eighty thousand cubic yards. It is possible that this amount may be increased in the construction of the line, but we do not think it can be to any great extent.

STATIONS, SIDINGS AND SIGNALS.

The cost of stations, &c., at the following places has been included in our estimate, viz. : St. John's, Waterford bridge, Upper Steady pond,

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East Topsail, Central and West Topsail, Kelligrews, Holyrood, Yellow Marsh road (to accommodate Salmon Cove and Harbor Main), at the junction of branch to Clarke's beach with the main line, and at the termination of this branch ; also, a station at the junction of Harbor Grace branch with the main line (to accommodate Trinity Bay, on the Spaniard's Bay and New Harbor road), and one at Harbor Grace, or fourteen stations in all. We think stations at the above places will give accommodation to these districts for some time to come.

TELEGRAPH.

In our estimate we have included the cost of a telegraph line throughout the whole length of railway.

SNOW SHEDS.

As regards snow sheds, we believe these will be required at very few places along the line. In our estimate we have allowed £1000 for this purpose.

ROLLING STOCK.

We have allowed a liberal sum in our estimate for the rolling stock required for working the line.

LAND.

We have not included in our estimate the cost of any land that may be required for the construction of the Railway.

NATURE OF COUNTRY THROUGH WHICH THE RAILWAY PASSES.

As the line follows closely the main road between St. John's and Salmon Cove river, and the district of country between these two places is, we presume, generally well known, any remarks from us on the nature of the country may seem almost superfluous ; however, we may mention that the land throughout this length of the line is principally pasturage

NEWFOUNDLAND RAILWAY.

ground and potatoe fields, and the timber is chiefly tamarac, Canada balsam, spruce and birch, all of small growth.

The scarcity of timber at Holyrood was such that it had to be bought for the use of the camp.

The line will cross several marshes which, when drained, could probably be converted at small cost into meadow and pasture land.

From the point above mentioned, forward to the end of division D, the line passes through a wooded country of great extent, with here and there short stretches of marshes, the country being much broken, except in the vicinity of Big Barren pond, where extensive open barrens occur, covered with white and black spruce, the latter being suitable for sleepers or ties; white and yellow birch trees also abound. Between the Collier's and Hodge Waters there are several areas and ridges of land suitable for raising ordinary crops.

The country in the neighbourhood of the Harbor Grace branch is favourable for Railway construction. The soil is generally poor and stony; there are, however, a few places where the ground is suitable for the raising of oats and garden produce generally. These places occur between twelve and eighteen miles, twenty-one and twenty-four miles, and twenty-four and a half and twenty-five miles from Harbor Grace, where, likewise, the best timber is to be found. The timber consists of the spruce, balsam, and larch, varieties of fir and witchhazel.

As to the district through which the Clarke's beach branch runs, the country from the junction with the main line to within about five miles of its termination is well wooded, the timber being chiefly suitable for sleepers and building purposes. The ridges are well covered with balsam, spruce, witchhazel, and white birch, and many of the trees are from two to three and a half feet in diameter.

NEWFOUNDLAND RAILWAY.

The land is very favourable for cultivation for nearly the whole length of line, and there are numerous areas of land of from fifty to sixty acres each in extent, which might be brought at little cost into cultivation, there being very little rock to be met with near the surface of the ground.

ESTIMATE.

We estimate the whole cost of the Railway, including earthworks, bridges, viaducts, culverts, stations, sidings, signals, telegraph and rolling stock at two hundred and forty-seven thousand five hundred pounds sterling (£247,500), but exclusive of the cost of land, compensations, &c.

In our estimate we have assumed that rails can be delivered at St. John's, Newfoundland, for seven pounds ten shillings sterling (£7 10s.), per ton.

In conclusion, we may mention that it is our firm opinion that the main line and the two branches will be found to have been economically and well laid out, and most certainly will be far less costly to construct than the old route, and at the same time will accommodate a most valuable portion of the country in the vicinity of the coast, which, had the old route been adopted, would have been almost neglected.

In the execution of the works there are portions, we believe, that may be improved, and should such alterations be deemed expedient, ample provision will be made for such alterations and deviations under the contract.

Before closing we desire to thank all those who have taken a part in the surveys and fieldwork generally, and more especially the engineers in

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charge of each division, some of whom, especially Mr. Hegan, had extreme difficulties to encounter, and certainly exerted themselves to the utmost of their abilities to do credit to their profession and to ensure the success of the undertaking.

We have the honor to be, Gentlemen,
Your obedient servants,

(Signed) **KINIPPLE & MORRIS,**
M. Inst. C. E.

2 Westminster Chambers, London, S.W., and Greenock, N.B.,
3rd February, 1881.

NEWFOUNDLAND RAILWAY.

PROPOSITION OF MR. A. L. BLACKMAN.

Honorable E. D. SHEA,
Colonial Secretary.

SIR,—

In compliance with your request, communicated in your note of the 11th instant, I herewith submit, for the consideration of the Government, our proposition to construct "The Newfoundland Railway."

I understand the proposed main line and branches to be as follows, viz.: The main line extending from St. John's to Hall's Bay, the distance being approximately three hundred and three miles; the Clarke's beach or Brigus branch, connecting the towns at the head of Conception Bay with the main line, by the cheapest and best route, distance eleven miles; the Harbor Grace branch, connecting the town of Harbor Grace with the main line, by the cheapest and best route, distance twenty-six and one-half miles; the Fortune Bay branch, connecting the head of Fortune Bay with the main line, by the best and cheapest route, distance about forty or fifty miles. The total number of miles of main lines and branches being approximately four hundred.

We will construct the above main line and branch lines of Railway, station houses, depôts, repair shops, telegraph line, &c., will equip and operate the same as the property of this Company, on the following conditions:

1st.—The Government to pay to this Company an annual subsidy of two hundred and fifty-two thousand dollars for the term of thirty-five years, half yearly; the subsidy to be payable as the Railway is completed and operated, in five mile sections or fractions thereof, at terminus.

NEWFOUNDLAND RAILWAY.

2nd.—The Government to give a fee-simple grant of ten square miles of land to each one mile of Railway constructed; to be in alternate sections or blocks along the line on either side, one mile along the line, ten miles in depth, and where such blocks are not obtainable, the deficiency to be made up in other parts of the country, in blocks of not less than ten square miles each.

3rd.—Articles used in the construction and maintenance of the Railroad, the rolling stock, and telegraph lines, to be admitted free of duty.

4th.—The Railroad and land of the Company, and also its stock, to be exempted from exceptional taxation.

5th.—The necessary statutes to be enacted to encourage immigration, enabling aliens as well as British subjects to hold lands in fee-simple.

6th.—The Government to enact the requisite statutes for incorporating this Company, to contain the provisions necessarily incident to carrying out this contract.

7th.—The gauge of said Railway to be three feet six inches, or the American standard narrow gauge of three feet.

8th.—After the expiration of fifteen years from the passing of this Act, mentioned above, the Government to have the right to purchase all the property and rights of this Company, at a valuation to be made by five arbitrators, two to be named by the Company, and two by the Government, the fifth by the said four named.

9th.—Should "the main line" and branches between Spread Eagle Peak and Hall's Bay average in cost less than sixteen thousand five hundred dollars per mile, then the Company shall return to the Government

NEWFOUNDLAND RAILWAY.

out of said subsidy a sum annually equal to interest at four per cent. upon the difference between the cost and sixteen thousand five hundred dollars per mile.

10th.—We will construct a light standard guage Railroad “four feet eight and one half inches guage” over the same lines, upon the above conditions, for an additional subsidy to the foregoing of thirty-three and one-third per cent.

Respectfully submitted.

(Signed) **A. L. BLACKMAN,**
Agent for the “Syndicate Company.”

February 14th, 1881.

NEWFOUNDLAND RAILWAY.

[COPY.]

ST. JOHN'S, NEWFOUNDLAND,

February 22nd, 1881.

Honorable E. D. SHEA,
Colonial Secretary.

SIR,—

As I learn there is some hesitation as to whether the Newfoundland Railway shall be constructed as a standard (4 feet 8½ inches) guage, or a narrow guage road, I may observe that my former proposition was based upon what I believed was the determination of the Government to construct a narrow guage road, the entire preliminary action of the Government being, as I thought, to that end ; consequently, I did not give that particularity of attention to the subject of the " broad guage " which possibly might be necessary in case such guage should be adopted. I desire, therefore, to submit, for consideration of your honorable Council, the following further proposal, wishing, however, to express my firm conviction, after long experience, that a narrow guage (and, consequently, a cheaper road to construct and operate), will meet all the requirements of and is the *best* for the colony. As to efficiency of working in your climate, equally as well as a broad guage, there is not the least room for a possible doubt in the mind of an impartial and well-informed engineer ; and I have only to instance the fact of the growing popularity and the large increase in the narrow guage railroads in the Northern and Western States of America, as also elsewhere. The narrow guage has been adopted in preference to the broad guage in many localities where the extreme ruggedness of the climate and mountainous character practically exclude the construction of the broad guage ; for instance, the Denver and Rio Grande railroad, with branches to Leadville, fourteen thousand feet above the sea level, through almost perpetual snow, through these rugged and snow clad mountains to the mining camps. The capital stock of this road is \$11,250,000, with a bonded indebtedness of \$7,422,500,

NEWFOUNDLAND RAILWAY.

and the high price of its bonds and stocks shows the appreciation of this line, for its workings have been of a character the most satisfactory. The Burlington and North Western, a standard narrow guage of three feet, another line in a rugged section, and a climate much harder than that of Newfoundland, is another road that might be cited.

The highest road in the world, built by Mr. Meigs, is in the most rugged locality in the Andean Mountains, in South America, built to an elevation of eighteen thousand feet above the sea level, is a narrow guage in successful operation. It would have been almost impossible to have constructed and successfully operated a broad guage line in the same locality. I could cite many other instances of the narrow guage Railroads in practical and every-day operation, that proves beyond question the efficiency of the system, but I deem it unnecessary, for the facts are so well known and understood by well-informed engineers of the highest reputation, that it would be laboring to prove a foregone conclusion to write more upon this subject.

Taking into consideration the eminent standing of the engineers, Messrs. Kinipple & Morris, who surveyed your line during the past summer, I accepted their estimates as the basis of my proposition, so far as that survey extended, and as to the residue of the line, I have a basis, necessarily uncertain, founded upon your Survey of 1875, and the information derived from Mr. A. Murray's reports, and information furnished me in the honorable the Surveyor General's department.

1st.—As to the broad guage road of four feet eight and a half inches, I am prepared to guarantee that any amount over a maximum average of twenty thousand dollars per mile on the whole four hundred miles, shall be borne by this Company—the provision of clause No. 9 of my former proposal applying in case of construction at a less average cost per mile—all necessary provisions being made by the Government for ascertaining the actual cost:

NEWFOUNDLAND RAILWAY.

2nd.—In either guage I am prepared, upon the basis before mentioned, to leave out the branch to Fortune Bay should the Government deem it desirable not to construct it; but should desire to make no arrangement which could possibly fall short of reaching the mineral regions of Hall's Bay or its neighbourhood, and we deem it undesirable, looking to the large population to be approached, that Clarke's Beach or Harbor Grace branches should be omitted.

3rd.—In my former proposal I made no mention of right of way, presuming that, as a matter of course, the right of way over Government lands would be given, and learning that very little private property would be interfered with. To prevent all possible difficulty upon this point, and as the Government can much more conveniently arrange with the proprietors of private property than the Company, I propose that all lands necessary for buildings, station houses, right of way, &c., &c., shall be provided and compensated for by the Government, and I am willing to reduce the period for paying the subsidy accordingly, as may be agreed upon.

In case this Company's proposal be accepted, this Company is willing to give the Government such security as may be necessary to secure the completion and efficient working of the road.

Respectfully submitted,

(Signed) A. L. BLACKMAN.
Agent for the Syndicate Company.

NEWFOUNDLAND RAILWAY.

St. JOHN'S, NEWFOUNDLAND,
23rd February, 1881.

Honorable E. D. SHEA,
Colonial Secretary.

SIR,—

In explanation of our proposition to construct the Newfoundland Railway, I wish to say, that it has been our effort to meet the views of the Government on the several points proposed in this contract, and in the discussion of this matter in my mind, I have taken into consideration the present needs of the people of Newfoundland, and the financial condition of the Government at this time, the conclusion arrived at have influenced our proposition accordingly; therefore, looking at the present financial condition of the Government, we thought it unwise to ask the Government to share or bear any part of the construction expenses of such railway work, or to become in any way responsible for the principal invested in said enterprise. But we thought it but fair, that where our Company was expending so large an amount of money in your country, and taking so large a risk as the construction and operating of this line will involve, (because from the nature of the surroundings there must be a large outlay and loss for the first three to five years of its operations), that the Government should share somewhat in the risk of this enterprise, especially since the Government and the people of Newfoundland will be more largely benefitted than this Company. Therefore, in view of the foregoing conclusion, we have asked the Government for no cash expenditure, or to share any of the expense of the construction of the line, or to become in the future responsible for the capital invested in this Railway; but in lieu of any such proposed expenditure by the Government, we have simply asked the Government to pay this Company an annual subsidy, which will be applied to the interest account of part of the outlay contemplated by this Company, should our proposition be accepted.

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The subsidy will amount in aggregate, at the outside, only to the low rate of four per cent. per annum on part of the outlay of this company; and this limited risk is also limited to thirty-five years' time,—(*not perpetual.*)

We have not made a proposition to the Government to give a perpetual cash subsidy, because I deem it unwise to ask the Government to fix a perpetual tax upon the people of Newfoundland for the benefit of this company. The railway should, in my opinion, be constructed for the least possible outlay to make it a safe and ample highway for the people, and the outlay of the Government should be only to aid so far as is actually necessary such enterprise until it is fully established and strong enough financially to protect and take care of its franchises and its bonded indebtedness, and such aid should be so adjusted, regulated and limited as not to fix a perpetual tax upon the colony, for such permanent tax (after the road was self-sustaining) would soon become a special tax for the benefit of the few at the expense of the many, and would be a class tax which, after a limited time, would be considered unjust in itself, and therefore very unsatisfactory to the colony.

Such being our views, we have therefore asked for a limited subsidy, for a limited time (*not perpetual.*) We have also asked that the annual subsidy shall be payable only in half yearly instalments, but that the subsidy to attach and be payable as the railroad is completed in five mile sections. By such arrangement this company would have expended from 2,000,000 to 4,000,000 of dollars before the Government will have paid one dollar on account of such said subsidy; for should this company undertake to construct such line we will push the work with all possible vigor; and we confidently expect to complete the line, as now contemplated, in two years from the date of commencement, or at the very outside within three years. For by pressing the work through to completion at an early day, the work can be completed for much less outlay upon our part, and the interest saved on the investment, over a longer time of con-

NEWFOUNDLAND RAILWAY.

struction. Pressing work in this manner requires the use of ample means and the employment of a large number of laborers on the line; but it is better and cheaper to do the work in this manner than to extend the time of construction unnecessarily. We have also asked for a limited land grant, in fee-simple, to strengthen our railway bonds. These lands are to-day comparatively worthless, owing to the inaccessibility of the lands, but the company hopes to make them valuable by the large outlay of its capital in constructing the line of railroad; but the Government retains each alternate section along the line of railroad and the company gets one section or block as provided. By this arrangement the Government is more largely benefitted than the company, because the amount of the Government lands are many times greater than that of this company, consequently the Government is correspondingly benefitted thereby. And I may here add that the sales of these Government lands, if applied to a sinking fund at interest, will (in my opinion) five or ten years at furthest, provide an annual revenue that will more than pay the amount of the annual subsidy granted to this company.

By the introduction of 100,000 or more immigrants from England and Ireland, who are agriculturists, the Company and Government will be enabled to dispose of these lands to actual settlers, and in this way the country would soon be developed, and the revenues of the Government increased, and the Railway would, in the near future, be self-sustaining, and become a permanent blessing to the colony.

We have also asked for the enactment of such laws as will encourage immigration, and secure and regulate the title of real estate, so as to enable us to hold out inducements to strong agricultural communities to emigrate and settle along the line of Railway.

These immigrants will build upon and develop the country, and thereby give business to the Railway, and in a short time make it self-sustaining and a paying investment.

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The development of the agricultural districts of the country by this means will also increase the general business of the colony, and the merchant and mechanic will have a surer, steadier, and more reliable basis for business than can now be the case, where the resources of the country and a large proportion of its population are so precarious.

In the 8th clause of our proposition we have provided that, after the expiration of fifteen years, the Government shall have the privilege of purchasing, at a fair valuation, the entire franchise and property of this Company; such purchase would carry with it the entire land grant, (except such as had been sold), the Railway, and all the property of every kind, the annual subsidy, and all the rights of this Company would then be vested in the Government. It is contemplated by this Company that all the sales of land and revenue from that source, derived by this Company, will be devoted to a sinking fund for the redemption of its bonds at maturity, and other outstanding indebtedness. So by such purchase, the Government would again come into possession of the entire property, land grant, subsidy, and all rights of this Company as provided.

Such, in brief, is the explanation I have thought necessary to make concerning our proposition. Should the Government accept the same, as made, there can be no doubt that the Government can provide a way by which the annual subsidy can be *easily* paid without embarrassment to its financial relations, and without increasing the burdens of the people.

I will not here presume to point out a way by which the same can be easily provided, because the honorable gentlemen who manage the affairs of the Government are fully equal and capable in such matters, and any suggestion upon my part would be mere presumption, therefore, I refrain from such course.

Very respectfully, your obedient servant,

(Signed) A. L. BLACKMAN,
Agent for the "Syndicate Company."

NEWFOUNDLAND RAILWAY.

CORRESPONDENCE BETWEEN SIR W. V. WHITEWAY AND
MR. A. L. BLACKMAN IN REFERENCE TO NEWFOUND-
LAND RAILWAY.

St. JOHN'S, 2nd March, 1881.

MY DEAR SIR,—

As there appears to be a misapprehension as to the manner in which your proposed subsidy is made up, will you kindly put in writing how you make it up, rate of interest, &c.

I should like you also to state whether I am correct in saying that when the whole line is completed, and the average cost of the line north of Spread Eagle Peak per mile is ascertained, that the rebate of subsidy (if any) will be made up and the amount deducted from the annual subsidy, so that the subsidy, as a whole thereafter to be paid, will be so much less.

Thirdly,—Have not the Government the power to inspect, etc., all accounts, pay lists, books, estimates, etc., relative to the said road, and to determine as regards the description and cost of road “consistently with the consideration for economy of future working and maintenance,” so that the cost may be kept as low as possible. As I am *contradicted* upon these matters, I wish to know in writing from you whether I am right or not.

Yours truly,

W. V. WHITEWAY.

A. L. BLACKMAN, Esq.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S, NEWFOUNDLAND,

March 2nd, 1881.

MY DEAR SIR WILLIAM,—

Your note of this a.m. has just been handed me, and has received my careful attention, and will try to answer your questions so as to make my meaning clear to you. I will take up your inquiries as made.

1st.—In my former explanation I stated that, in order to establish a basis of probable cost of the line, I had accepted the surveys and estimates of cost of Messrs. Kinipple & Morris as the approximate cost of the first ninety-seven and a half miles, and estimated the interest on same at the rate of four per cent. on the whole cost of the line, so far as that survey extended, the subsidy to be equal to four per cent. on the total cost that far.

From Spread Eagle Peak to Hall's Bay, including the Fortune Bay branch, there was no positive basis of cost or a located line to base an estimate upon, except for Central and West Avalon sections, which two sections would carry west to Come-by-chance river. On these two sections your survey of 1875, for a four feet eight and a half inch gauge, was full and complete in its estimates, gradients, curvatures, fills, cuts, and quantities, up to formation level; but the estimates of this survey of 1875 did not include the superstructure, track, rolling stock, and telegraph lines, but it was only an estimate up to formation line.—(See note under head of Remarks, page 1, of the Report of Mr. Sandford Fleming, 1875.)

For the graduation of the line in Central Avalon section, the average cost was \$25,217 per mile; for the West Avalon section of twenty miles, the average cost was \$42,503 per mile; of the Central Avalon division fourteen miles is covered by the line to Spread Eagle Peak; that

NEWFOUNDLAND RAILWAY.

would leave of the Central Avalon section twenty-three miles, at an average cost of \$25,217 per mile, or a total of \$570,991 for grading of these twenty-three miles, which bring us to West Avalon division, which costs, as stated above, an average of \$42,503 per mile, or a total cost for these twenty miles of \$850,000 to grade, or for these two sections of forty-three miles a total cost of \$1,430,051, or an average cost per mile of \$33,257, to which, if the superstructure of, say \$8,000 be added, with rolling stock, etc., we would have the average cost per mile for the four feet eight and a half-inch guage road \$41,257 and a fraction for these forty-three miles. This brings the line to Come-by-Chance river. Now, suppose we make the necessary reduction from the cost of the broad guage (four feet eight and a half inch) road, so as to bring the price down for a narrow guage railway, we would then have the narrow guage line to cost, through the forty-three miles of Avalon district, an average of \$30,943 per mile, or for the total cost of these forty-three miles \$1,329,649. This far on the line we have approximately correct and reliable data to make an estimate upon. From Come-by-Chance river to Hall's Bay no line has been surveyed for a railway; but I have gone over the map, section by section, with Mr. Howley, and other gentlemen well informed upon the topographical features of the country, over which the line passes, and I find that the proposed line crosses the country almost at right angles with the general trend of the hills and rivers, not in the direction of the streams, and at this time I know of but two streams (after leaving Come-by-Chance river) that the line can run down the valleys of. Those two are Deadwolf river and Southbrook; the line as it is proposed will cross ridge after ridge, rising between the rivers. I also find that we will be compelled to bridge the largest river in the island; these bridges will constitute a large item in the expense of construction of the line. These bridges are of all sizes from the small brook span to spans from four hundred and fifty, six hundred, seven hundred and fifty to one thousand two hundred feet. The bridge across the Exploits is estimated by Mr. Howley to be about one thousand two hundred feet long, the point of crossing being at Bishop's Falls. The known

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amount of large bridges would on this line be about six thousand three hundred and thirty feet, and the number of small bridges not calculated in the above, would swell the number of lineal feet of bridging to about eight thousand feet. (Compare this with the line to St. George's Bay the total number of lineal feet of bridging being three thousand one hundred and ten feet.)

There are also some very expensive trestles, for instance, in the approaches to the north-west branch of the Gambo river, there will be required about one thousand two hundred feet of trestles, these trestles being in part fifty feet high; the west branch of the Gambo would require about the same amount of trestle. In the bridge approached there are a number of other trestles, which makes for this line expensive construction. Comparing the line to Hall's Bay with that to St. George's Bay, the facts that present themselves to us are as follows: the country traversed by the line to Hall's Bay is much more rugged, broken, irregular and expensive than the St. George's Bay line. This is easily accounted for, because the line to St. George's Bay runs more with the general trend of the country, and advantage has been taken of the direction of the streams to locate the line on more favorable grades, etc. Let us see what the average estimated cost of the St. George's route is,—by referring to page nineteen of your report of 1875, we find the average cost per mile \$23,589 for the grading, or "completing the road up to formation level." Now, add to this \$8,000 per mile for superstructure, rolling stock, and telegraph lines, and we will have the average cost throughout the line for a standard guage to be \$31,589 per mile. Now, let us deduct the amount to reduce the price to that of a narrow guage over the same line, we would then have \$23,691 as the average cost per mile of the narrow guage. This line can doubtless be much improved in actual location; but one thing remains absolutely true, that is, that the line to Hall's Bay is a more expensive line to construct than that to St. George's Bay, as shown by above statement of facts.

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But, owing to the general "lay of the country," in the Fortune Bay branch, we hoped this forty or fifty miles of line would materially reduce the general average cost on the whole line. Such in brief was the basis of my estimates in making my proposals. I found, on calculation, to construct and equip this line of four hundred miles, it would require between six and eight million dollars, and I had thought to ask the Government to pay four per cent. per annum on the entire cost, which would have run the annual subsidy up to \$300,000 to \$320,000 (per annum). But, owing to the present condition of the Government finances, I thought that to ask the Government to pay four per cent. on the total outlay contemplated by this Company, would prove fatal to the whole proposition, and, therefore, I reduced my proposition to four per cent. on part of the outlay as contemplated, and limited that amount to an annual subsidy of \$250,000 for the construction of the entire four hundred miles; and I also limited the time of such payment to a term of thirty-five years; because, as I before stated, that in my opinion a perpetual subsidy would be highly unjust to the colony. But since my proposal of the 14th of February was filed with the Government, it has been suggested that the cheap line to Fortune Bay be left off; if such branch line be left off by the Government it very materially changes the aspect of the proposition, so far as this Company is concerned, for we will not have the advantage of cutting down the general average cost upon the whole line by the cheap construction of the Fortune Bay branch. Notwithstanding this, we have further agreed to let the Government cut off this line with a corresponding amount of annual subsidy.

Now I come to clause No. 9 of my proposal, which reads as follows:—"Should the main line and branches between Spread Eagle Peak and Hall's Bay average in cost less than sixteen thousand five hundred dollars per mile, then the Company shall return to the Government out of said annual subsidy a sum annually equal to interest at four per cent. upon the difference between the cost and \$16,500 per mile." Can anything be more plain? When the cost of said construction is

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ascertained, *if less* than \$16,500 per mile, the Government will pay us an annual subsidy of \$250,000, *less* four (4) per cent. on the amount of the difference between the actual cost and \$16,500 per mile on the main line and branches between Spread Eagle Peak and Hall's Bay. If the construction averages more than \$16,500 on this part of the four hundred miles, then the Government subsidy is limited to \$250,000 on the whole four hundred miles; or, should the Government conclude to cut off the Fortune Bay branch, there would be a corresponding reduction in mileage and subsidy. But I wish here to add, to what I have before stated to the Council, that owing to the ruggedness of this line to Hall's Bay, and the probability, and I may say almost certainty, that the cost of constructing a *reliable* and *efficient* line of Railway over this route will cost more than \$16,500 per mile (average). Therefore, I think any prospect of getting any reduction upon such subsidy by reason of such average cost being less than \$16,500, should not be taken into account by the Government in dealing with this question, and I cannot conscientiously hold out any hope or expectation for any reduction of such annual subsidy on account of less average cost than \$16,500 per mile.

To your next inquiry I wish to say, should the Government and our company agree upon terms for the construction of this line of railway, we will advertise the grading to let to the lowest *responsible* bidder, to be done in such time and under such specifications as our engineers may require, and the entire work will be placed under the sole direction of our engineers. And we will not be willing that our outlay shall be limited to reduce the cost of such construction to less than \$16,500 per mile when and where the country and the character of road would not justify such character of construction. Such a provision would practically make the road worthless to us and our outlay lost. We do not wish to be limited and prevented from making such necessary improvements as we may deem the interests of this company require. Nor will we hazard our capital under the direction and supervision of engineers who are not

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personally responsible to us. The road we propose to build is to be operated by this company, and this company must take all risks of accidents and stand all losses that should occur; the Government risks nothing, and is not responsible for our losses should accidents occur therefrom. In view of the foregoing, that this company risks *all* and must be responsible for all losses, I think it manifestly unfair for the Government to dictate in the construction and management of this line, and we would not undertake the construction and operation if such should be the case.

The road we propose to construct and operate is a substantial, reliable and efficient road, subject to approval of an engineer appointed by the Government, but should any difference arise as regards the report of the Government engineer, or as to the substantiability, reliability or efficiency of the road, such dispute shall be decided by arbitrators, to be appointed one by the Government, one by the Company, and a third arbitrator by these two named.

We are willing to submit all contracts and payments made on account of such construction to the inspection of the Government, and to offer every facility in our power to the Government to ascertain the total and actual cost of such construction.

Hoping the above will be entirely satisfactory.

I remain,
Very respectfully yours,

A. L. BLACKMAN,

Agent for the "Syndicate Company."

Sir W. V. WHITEWAY, at office.

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MEMORANDUM FOR MR. A. L. BLACKMAN.

Am I correct in saying that so far as the Government is concerned its obligation is to pay to the company the subsidy, and the company, by an arrangement with its bondholders (if the company thinks fit to issue bonds), attaches the subsidy to the bonds which the company may issue to secure the interest. In other words, the Government are not directly or indirectly liable to the bondholders for the subsidy, but pay it half-yearly to the company with whom the Government alone deal.

The Government require a sufficient security for the continuous operation of this road by reserving the right to withhold the subsidy in case of the road not being efficiently worked, this question of efficient working being at all times to be settled by arbitration.

W. V. WHITEWAY.

March 4th, 1881.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S, NEWFOUNDLAND,
March 4th, 1881.

MY DEAR SIR WILLIAM,—

Your memorandum inquiry is before me, and, in reply, I beg to call your attention to the first clause of my proposition, filed with the Hon. E. D. Shea, Colonial Secretary, on the 14th February, 1881. This clause reads as follows:—

First.—The Government to pay this Company an annual subsidy of two hundred and fifty-two thousand dollars for a term of thirty-five years, half yearly; the subsidy to be payable as the Railway is completed and *operated*, in five mile sections or fractions thereof, at terminus.

The above clause and conditions are to my mind clear and well defined. It states to whom the Government is to pay the subsidy, the amount, the term of such payment, how payable, and upon what conditions the subsidy becomes payable.

You are correct in saying that the Government is not liable, directly or indirectly, to the bond-holders, if any; with them the Government has nothing to do; the Government deals with and is liable to the Company to whom the subsidy is payable. Your second inquiry or requirement is also anticipated by the above clause, which was so framed as to cover the very point of your requirement, one of the *conditions* being the *construction and continuous operation* of the line.

Yours very truly,

A. L. BLACKMAN.
Agent for the Syndicate Company

Sir W. V. WHITEWAY, at office.

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P.S.—I wish to add, that the parties I represent contemplate carrying out the contract, if made, in good faith and according to its spirit, in order to accomplish the objects in view, namely, the construction and operation of a good road to develop the lands and minerals, as well of the Company as of the Government, and thus make the line a paying concern for all interested.

Very respectfully yours, A. L. B.

W. N. WHITEWAY

A. L. BLACKMAN

March 11th 1881

W. N. Whiteway, Esq., K.C.M.G.

NEWFOUNDLAND RAILWAY.

[BROAD GAUGE.]

MEMORANDUM FOR MR. BLACKMAN.

Am I right in saying that your offer is to construct four hundred miles at a subsidy of \$320,000, subject to be reduced if line (four hundred miles) costs less than \$20,000 per mile by four per cent. on the difference between actual cost and \$20,000 per mile?

Does the rebate apply to this side of Spread Eagle Peak as well as the line north of that point?

The contrary is stated, and I wish your reply in writing.

W. V. WHITEWAY.

March 4th, 1881.

Yours very truly,

A. B. BLACKMAN

Agent for the Newfoundland Company

NEWFOUNDLAND RAILWAY.

MARCH 4th, 1881.

DEAR SIR WILLIAM,—

Your memorandum inquiry is before me. I understand your question to apply solely to a proposition to construct a broad guage or four feet eight and a half inches. I have limited, in my proposal, the Government liability to a subsidy at the rate of four per cent. per annum, on the total average cost per mile of \$20,000 for the entire four hundred miles; or, if the line should cost less than an average of \$20,000 per mile for the construction, equipment, &c., then we agree that we will refund a sum annually equal to four per cent. on the difference of such less cost and \$20,000 per mile. The rebate will apply to this side of Spread Eagle Peak as well as north of that point.

Very truly yours,

A. L. BLACKMAN,

Sir W. V. WHITEWAY, K.C.M.G.

NEWFOUNDLAND RAILWAY.

PROPOSITION OF MR. E. W. PLUNKETT.

St. JOHN'S, 14th February, 1881.

SIR,—

I beg to enclose herewith three proposals, numbered 1, 2, and 3, for Colonial railways.

No. 1 Proposal is on the basis of the Government paying a proportion of actual cost, and while providing for a maximum Colonial liability, it gives the Government the benefit of all possible economies.

No. 2 Proposal is on the basis of a fixed sum per mile for building and operating.

No. 3 Proposal is on the basis of Government providing entire cost, operating the line and retaining its lands, minerals, &c.

In view of the impossibility of closely estimating the cost of an unsurveyed line through an unexamined country, it is evident no prudent person would undertake to bind himself to a price without including in it sufficient margin to secure himself against loss. To meet the difficulty therefore that all responsible people must feel about making or accepting offers based upon uncertainties, I have prepared proposal No. 1, embodying agreements perfectly fair to both sides, whether the work to be done is great or small. This proposal is in fact a straightforward, economical business arrangement, by which the colony will get the railway less than cost, and also securing to it important collateral advantages by enlisting experience, capital and enterprise in developing colonial resources.

NEWFOUNDLAND RAILWAY.

In respect to Proposal No. 2, I would remark that I submit it in case the fixing of the maximum liability of the colony now for a given length of road, the cost of which is unknown, is considered of such importance as to justify the payment of an extra sum to a contractor by way of premium for taking an undoubted risk.

As to No. 3 Proposal, we submit it in order to shew what we are willing to accept in case the Government will itself finance the undertaking, taking chance of the money market, the price of materials, operating the road, and contingencies generally.

I would add, that all the offers are based upon what we know would be the most economical road to build and operate; namely, a light but serviceable, fairly durable line of four feet eight and a half inch guage, with grades, curves and other physical features suitable to the probable traffic and the general requirements of the Colony, and not much more expensive in first cost than a narrow guage line. We do not offer to build a line of three or three and a half feet guage, such as is shown on the plans and profiles of Messrs. Kinipple & Morris, because we would not undertake to operate such a line afterwards, at our own expense, in this climate, and we understand the offers you wish to receive must embrace an undertaking to operate. The cost of working a narrow guage line in Newfoundland, on grades of one in forty and curves of three hundred and thirty feet radius, would, in our opinion, be so great as to deter practical railwaymen from undertaking it.

I have the honor to remain, Sir,

Your obedient servant,

(Signed)

E. W. PLUNKETT,

For Self and Associates.

Honorable E. D. SHEA,

Colonial Secretary, St. John's.

NEWFOUNDLAND RAILWAY.

PROPOSAL No. 1.

St. JOHN'S, 14th February, 1881.

Honorable E. D. SHEA,
Colonial Secretary, St. John's.

SIR,—

On behalf of myself and associates, I have the honor to submit, for the consideration of the Government, certain proposals respecting the projected railway system of this colony.

The system of railways, to which our proposals refer, is that generally described in the Act of the Legislature passed last year, namely, a system "to extend from St. John's through the Peninsula and Isthmus of Avalon, and thence in a northerly direction, by the most direct and practicable route, towards the head of Notre Dame Bay, and to terminate at such point as may be deemed expedient, including also the construction of branch lines of Railway where necessary, connecting with the principal towns and settlements near the main line."

Respecting such a system as the above, we would state, that after careful consideration, we believe it to be the best, on the whole, that could be devised in the general interest of the Colony, and we think, also, that it offers the most favourable prospect for the initiation and successful prosecution of railway and other enterprise in this Colony.

We, therefore, now formally submit the following proposals:

NEWFOUNDLAND RAILWAY.

1.—We will immediately undertake and vigorously prosecute to completion, the location, construction, and equipment of said system.

2.—We will adopt and carry out the most economical location and system of construction for the Railway ; and the plans, designs, drawings and specifications, as well as the performance of the work, shall, on our behalf, be prepared and directed by the most skilful and experienced engineers and railway experts, subject to the approval of the Government, or any competent engineer or engineers they may appoint.

3.—The cost of the Railway shall, consistently with due consideration for economy of future working and maintenance, be determined by the Government.

4.—We will employ native labor, and facilitate to the fullest extent practicable, only supplementing those, when actually necessary, by skilled labour from abroad, when it cannot be obtained in the Colony.

5.—We would undertake to open for traffic a portion of the Railway each year, so as to make it useful at the earliest day possible.

6.—We would commence work immediately, and give out timber contracts during the present winter.

7.—We would cause to be established in the Colony, without delay, manufactories for supplying the engines, cars, plant, machinery, and all other appliances required for the construction and operation of the Railway, and thus encourage and permanently secure the establishment of home industries, and the employment of skilled and other labor to a large extent.

8.—We will ascertain the position, extent and quality of the agricultural, mineral and timber lands to be developed by means of the

NEWFOUNDLAND RAILWAY.

Railway or branches, and survey, map and lay out the same for early settlement and working by means of the Company's organization and active exertions.

9.—We will agree not to require payments from Government until we have built forty to fifty miles of line, or until, say, an expenditure of \$400,000 had been made.

10.—We will agree to maintain and operate the Railways continuously in an efficient manner.

11.—We will agree that the Colony shall not be called upon to assume in any one year more than the following maximum liability:

In the year 1881	\$50,000.
“ “ 1882	\$100,000, including previous year.
“ “ 1883	\$175,000.
“ “ 1884	\$250,000.

And we further agree that the Government shall have the right, on giving six months' notice, any time during the year 1884, of stopping any further increase of colonial liability beyond the limit of that year.

12.—We will agree that the main line of the Railway shall, in any case, reach the Exploits River for the maximum colonial liability of 1884.

13.—We will furnish the Government engineers, auditors, or its others officers, monthly, or oftener if required, all original pay-lists, invoices, contracts, agreements, or other documents necessary to establish the cost or outlay, and every facility and information shall be given to the Government or its agents, to enable them to ascertain or verify such cost.

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14.—After the completion and opening of the Railway, a portion of the net earnings, equal to one per cent. of the whole capital expended by the Colony shall be paid to the Government, and, at its option, applied as a sinking fund to repay said capital. Said one per cent. per annum shall be secured to Government by a first charge on the net revenue of the Railway.

15.—We will agree that the Government shall have the option of acquiring the ownership of the Railway any time after its completion and opening, by assuming any mortgage there may be then upon it, and repaying the capital invested, with interest added, at six per cent. per annum. As guarantee for the due performance of the foregoing undertakings, we will give in addition to the \$400,000 for work remaining unpaid, as provided in proposal No. 9, undoubted personal security, to be approved by Government; and, if necessary, we will also deposit a fair and reasonable amount of collateral debentures, bonds, or other assets of a kind, to be approved by Government.

In consideration of the foregoing performances on our part, we require the engagement of the Government and Colony to carry out the following :—

1.—To provide, free of expense to us, the land and right of way required for the track, buildings, stations, shops, sidings, ballast and borrowing-pits, and service grounds and wharf sites, and to assume and settle all claims in connection with same.

2.—To admit duty free, all tools, plant, machinery, materials, animals, fodder, and all other requirements and appliances of every kind and description which may have to be imported on account of not being obtainable in the Colony.

3.—On completion and opening of the Railway to the different bays

NEWFOUNDLAND RAILWAY.

and outports, the Government shall provide suitable steamers to collect the traffic of such bays and bring it to the Railway.

4.—The Government shall, through its agents, engineers, inspectors, or auditors, and by examination of original documents before mentioned, ascertain the cost or outlay and liability incurred under the contract, and shall periodically adjust accounts with the contractors. Of the whole amount of cost or outlay and liability incurred, so ascertained and established, the Colony shall assume as its share a three-fourth's proportion thereof, which shall be paid to the contractors in the form of an annual sum, in such manner and on such terms as may be agreed upon between the contractors and the Government.

5.—Land grants, including all mineral and lumbering rights, shall be issued from time to time to the contractors as the Railway is completed and to the extent of five thousand acres to the mile; the contractors to have the right of selection for such period as may be agreed upon with the Government. The Government, pending such selection, not to make any further grants of land, mineral or timber rights.

6.—The Railway and branches, as well as all its property, real and personal, shall belong absolutely to the contractors, and these as well as the lands, minerals and timbers shall be held free of taxation of any kind.

7.—The Legislature to grant us a charter for a Company for the better carrying out of the extensive operations embraced in this project, and to whom would be transferred, in time, the obligations of the contract (such as operating the Railway, &c.,) upon furnishing guarantees satisfactory to the Government.

8.—In case of any dispute or difference between us and the Government in relation to the contract works, the matter to be settled by arbitration in the usual way.

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In conclusion, we would state that the acceptance of this proposal, besides securing many important collateral advantages to the colony, as will be readily seen, also secures that most important one of all: the certainty of the completion of a good practical Railway system, at the least possible expense to the Colony, under the direction and management of responsible and experienced railway experts, who are *personally* and pecuniarily interested to secure successful results.

We have the honor to remain, Sir,

Your obedient servant,

(Signed) **E. W. PLUNKETT,**
For Self and Associates.

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PROPOSAL No. 2.

St. JOHN'S, 14th February, 1881.

The Honorable E. D. SHEA,
Colonial Secretary, St. John's.

DEAR SIR,—

On behalf of myself and associates, I have the honor to submit to the Government the following proposal for constructing and operating a system of Colonial railways.

Premising that from one half to two-thirds of the entire proposed length of line has not been surveyed or even roughly examined, and that there is no available information for making even an approximate estimate of the variable items which go to make up a large proportion of the cost of any line ;

I proceed to state our offer as follows :—

We will construct, complete and equip from two hundred and fifty to four hundred miles, and agree to operate same afterwards for an annual payment from the colony of One Thousand Dollars per mile per annum, and a land grant including mines and timber of five thousand acres per mile.

The road to be four feet eight and a half inches guage, well and substantially built, and suited to the wants of the country, with such grades and curves as will not interfere with economical running.

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We would build at the rate of sixty to one hundred miles per annum.

We will give undoubted personal security to satisfaction of Government, and only demand cash payments every six months.

We require to stipulate for free right of way, &c., goods, &c., entered free of duty, and no taxation on railway lands or property.

I have the honor to remain, Sir,

Your obedient servant,

(Signed)

E. W. PLUNKETT,

For Self and Associates.

NEWFOUNDLAND RAILWAY.

PROPOSAL No. 3.

ST. JOHN'S, 14th February, 1881.

The Honorable E. D. SHEA,
Colonial Secretary, St. John's.

SIR,—

I have the honor, on behalf of myself and associates, to state that if the Government will undertake the financing for the railway project, and the operation of the line after it is opened, and not expect us to take the chances of the money market, probable increase in the price of materials, or the expense of running the road,—so that in fact we would not have to underwrite, or guarantee the project in any way—then we will construct the railways in the best, most economical and suitable manner for the colony for the net cash cost, with five per cent. added.

The cost to be established to the satisfaction of the Government and in any way they may prescribe.

I have the honor to remain, Sir,
Your obedient servant,

(Signed) E. W. PLUNKETT,
For Self and Associates.

NEWFOUNDLAND RAILWAY.

[COPY.]

MEMORANDUM RESPECTING MR. PLUNKETT'S OFFER SUBMITTED TO SIR
WM. V. WHITEWAY.

St. JOHN'S, 18th February, 1881.

Supposing this Colony decides to limit its liability to a maximum sum of \$250,000 per annum, or any other amount near that sum, then the Colony can get the greatest possible extent of serviceable line constructed without going beyond that maximum by adopting Mr. Plunkett's proposal, because that proposal contemplates the most economical line, consistent with efficiency, and the Colony is only required to pay a proportion of the cost.

The following pages contain an analysis of Mr. Plunkett's offer, wherein is shown the manner it will work out practically.

The offer proposes generally that the Colony shall assume three-fourths of the actual cost of the cheapest practicable line that can be built, and that this three-fourths proportion shall be converted into an annual payment on terms to be mutually agreed upon, and applied, say, to a guarantee of interest on the securities of the new Company.

With respect to the terms to be agreed upon for converting the colonial proportion into an annual sum, Mr. Plunkett took it for granted the Government would agree to settle these terms on fair business principles, and that no practical difficulty would therefore present itself in fixing them.

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The fair business principles referred to, and which it is respectfully submitted should govern in fixing the annual sum, are—

First.—The worth of the services to be performed in behalf of the Colony.

Second.—The fair price it is considered should be paid to those who undertake and *guarantee* the success of a large colonial enterprise (involving heavy personal responsibility and risk), the benefits of which will principally accrue to the Colony.

With respect to the first of the above, the proposal itself states in detail what these services are, and it is only necessary to point out here what the value of these important services, well and successfully carried out as they will be, cannot be fairly measured by a comparison with the new rate of interest the Government would have to pay for a simple loan of a small amount of money and nothing more.

As to the second point, it is submitted that no individual or Company, as a business transaction, could or would undertake a large enterprise like the present, requiring so much skill, experience and management, involving the employment of so much capital; which has to be obtained irrespective of fluctuating if not stringent money markets abroad during a period of years to come. No responsible individuals or Company, it is submitted, ought to undertake such engagements and guarantee their successful issue, as in this case will be done, on the basis of the mere interest which money itself, apart from any such engagements and guarantees, produces or is worth. In short, it is evident if this Colony secures great advantages in the way of economy in the first cost of its reproductive works as well as certainty in their performance, the value of these advantages cannot be fairly gauged on the basis of the lowest price the Colony has obtained small amounts of money for in favorable times

NEWFOUNDLAND RAILWAY.

in a market of limited capacities. In this connection it should also be remembered that, although the Colony may have been able in the past to borrow small sums in the local market at low rates, such operations are no criterion in this case, because the very large amount necessary to employ in this Railway enterprise could not be obtained in Newfoundland on any terms whatever. Recourse, therefore, must of necessity be had to a money market abroad where the securities of this Colony are not as yet known, and where heavy expenses in the shape of commissions, brokerages and other charges have to be made. Estimates of finances, therefore, have to be made, not with reference to past colonial experience, but with reference to the value that will be placed, from time to time, on colonial securities abroad.

If the foregoing views are correct, the price of money to the colony on a small scale, in the home market, cannot be established as a fair basis of calculation for such an undertaking as the Railway.

In order to shew precisely how Mr. Plunkett's proposal will work out practically, the following statement is submitted, on the basis of a maximum colonial liability of \$250,000 per annum :

If the lines actual cost	The Colonial pro- portion will be	And there will be built	At an annual Colonial charge of
\$14,000 per mile.	\$10,500 per mile.	400 miles.	\$630 per mile.
16,000 "	12,000 "	350 "	720 "
19,000 "	14,000 "	300 "	840 "
22,000 "	17,000 "	250 "	1000 "

As it is almost certain that the cost of the Railway will not in any case exceed \$19,000 per mile, and possibly may be constructed for \$16,000 per mile, or less, it is evident from the above statement that even under the most unfavorable circumstances, namely, an extreme cost of \$19,000 per mile, the Colony will secure by Mr. Plunkett's proposal, at least three hundred miles of good serviceable road, at a maximum cost of

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\$250,000 per annum to the Colony, and possibly, if the country should prove to be favorable, the Colony may get three hundred and fifty if not four hundred miles built for the same amount.

Attention is directed here to the fact that, although the annual charge in the foregoing statement is calculated upon as \$250,000 perpetual, yet the sinking fund of one per cent. per annum, which will be paid to the Government by the Company, will practically reduce the annual charge to a period of about thirty-seven years.

(Signed) **E. W. PLUNKETT,**
For Self and Associates.

NEWFOUNDLAND RAILWAY.

St. JOHN'S, 25th February, 1881.

Honorable COLONIAL SECRETARY,

SIR,—

In the absence of Mr. Plunkett, I beg leave on his behalf to submit the following further considerations with respect to the propositions already made by him, and with a view to the removal of misapprehensions which, upon reflection, it appears may possibly occasion some difficulty in dealing with the subject.

With regard to the number of miles of road which Mr. Plunkett and his friends would undertake positively to construct, the fixing of an absolute number did not appear at first to be of so great importance, in view of the nature of the basis upon which the propositions were made, the number of miles being dependent upon the cost and the reasonable prospects as to the return to the Colony for the annual outlay being calculable upon that basis. The undertaking in any event to carry the line to Exploits River, without exceeding the limit of \$250,000, was made with a view to a sufficient allowance for possibilities of a largely increased cost beyond what would appear to be a reasonable estimate, and to cover all contingencies.

If it would in any way facilitate the consideration of this proposition to reduce the maximum cost thus contemplated, or rather to fix a further limit for the distance for which Mr. Plunkett and his friends would undertake to build the road without exceeding the annual charge of \$250,000, I am authorized to say that they are prepared to assume the risk of extending the line to Hall's Bay within these figures. This offer not to affect the right of the Colony to such further extension as the construction of the line upon an economical basis would accomplish upon the terms already proposed.

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With regard to the selection of the land to be conceded to the Company, and the time and conditions within which such right of selection should be exercised, I am authorized to say that the parties are prepared to make the matter the subject of agreement upon any reasonable terms.

I have the honor to be, Sir,

Your obedient servant,

J. GOODFELLOW.

I enclose you my proposition for constructing your three hundred and forty miles of railway; I have based it upon what knowledge I got from Newfoundland forming a report, and from other information I have in relation to the later surveys, &c. I have named the several conditions from one to eight, not with any idea of introducing advice or of dictating as to any terms, but rather to give you some common basis as to which my proposition as near as possible, and carry to you a definite and explicit idea of what I could do, and to enable your Government more clearly to understand just what they would have done, and something as to the kind and character of road you would get. As to the matter described and named in paragraph "Third," that is precisely the way in which I have built the road (G. Southern), and the Government have been entirely well pleased and satisfied. You will see that it keeps the road as to the well-being of the work, its quality, &c., entirely with the Government; and you will have the further advantage of saving quite a large sum in carrying expenses, as a Government staff of railway officials are very apt to be very expensive luxuries (if you choose to call them that). I have only made this proposal on the basis of selection of the land as indicated in your cubic traverse of Saturday.

The conditions named in my proposal are, of course, all subject to any necessary modification. I suppose it will not be needed that I send

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PROPOSITION OF MR. J. N. GREENE.

ST. JOHN, N.B., March 14, 1881.

To the Hon. Sir WILLIAM WHITEWAY,
Attorney General.

DEAR SIR,—

I enclose you my proposition for constructing your three hundred and forty miles of railway; I have based it upon what knowledge I got from Sandford Fleming's report, and from other information I have in relation to the later surveys, &c. I have named the several conditions from one to eight, not with any idea of intruding advice or of dictating as to any terms, but rather to give you some common basis so as to make my proposition as near as possible, and carry to you a definite and explicit idea of what I could do, and to enable your Government more clearly to understand just what they would have done, and something as to the kind and character of road you would get. As to the matter described and named in paragraph "Third," that is precisely the way in which I have built this road (G. Southern), and the Government have been entirely well pleased and satisfied. You will see that it *keeps the control as to the well-doing of the work, its quality, &c., &c., entirely with the Government*; and you will have the further advantage of saving quite a large sum in enquiry expenses, as a *Government staff* of railway officials are very apt to be very expensive luxuries (if you choose to call them that). I have only made this proposal on the basis of subsidies of money and land as indicated in your cable message of Saturday.

The conditions named in my proposal are, of course, all subject to any necessary modification. I suppose it will not be needed that I send

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your Government any more testimonials, as you have a number that were sent you last spring, and to which I respectfully refer you. I can show you many more of years' standing should we meet in reference to this matter in the future.

I shall go West and perhaps to New York within the next week or ten days, but any cable message sent here will be forwarded to me. If your Government should accept my proposal, and it should prove likely that we should do business, I would go to your city per boat of 28th or 29th, two weeks hence. Excuse length of this letter, I deemed it needed to explain the proposition.

Very truly yours,

J. N. GREENE.

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ST. JOHN, N.B., March 14, 1881.

Sir WILLIAM WHITEWAY,
Attorney General, Newfoundland.

SIR,—

I have the honor to submit, for the consideration of your Government, the following proposal of myself and associates for constructing your Newfoundland system of Railways, consisting of main line and branches, as follows:—

From St. John's to Hall's Bay, say.....	303 miles.
- Clarke's Beach or Brigus branch.....	11 “
- Harbor Grace branch.....	26 “
	340 miles.

in extent upon the following terms, viz.:—

The Government to pay us an annual cash subsidy of \$246,000, for a period of thirty-four years, and a land subsidy of (1000) one thousand acres per mile, upon the following conditions:—

First.—We to have free right of way, and land for depôts, stations, shops, terminal dock, landings, and all ground necessary for the proper working of the road.

Second.—Exemption from Customs' duties upon all materials, tools, rolling stock, plant, machinery, animals, and all items appertaining to the construction of the road and telegraph lines, and repairs of the same ; and freedom from taxation of the Railway and its stock.

Third,—We to do, at our own expense, all the engineering and

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superintendence throughout construction, including location of lines. These to be done as per specification, which shall be agreed upon as to characteristics of road, subject to and under the supervision of your Government engineer. The Government to be at no expense whatever after making contract, except the payment of their Government engineer aforesaid.

Fourth.—The lands to be located anywhere upon the public domain now unsold, as it will be impracticable, I see from a study of the topography of your country, to locate it upon both sides of the line in alternate blocks. I ask the Crown Land office may be closed to other locators until these shall have been selected.

Fifth.—The road to be of the American standard narrow gauge of three feet, and to be equal in the standard of excellence as to construction and equipment, to the best of that class of roads in the United States. Road to be commenced this coming summer and autumn, and to be finished complete, ready for traffic, including telegraph lines equipment, stations, shops, sidings, tenentables, &c., in five years, from the first day of December, 1881.

This last to be subject to modification by consent of the Government, if we deem it best, after a careful examination of the country and location of the line.

Sixth.—The money subsidy to be paid *pro rata*, as fast and at such times as a section of five miles of the road is completed and ready to operate. The land subsidy to be paid in the same manner, as the work progress, five thousand acres for each five miles of road. I also ask that the land shall be exempt from taxation.

Seventh.—The passage of all laws by the Colonial Legislature, required for the proper incorporation of the Company, with full and efficient power, to carry on and work the said corporation ; as also all

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laws necessary to enable all *bona fide* settlers, whether aliens or subjects of the Crown, to own and hold real estate, and to encourage the emigration of the same.

Eighth.—At any time after ten years from the completion of the road, the Government to have the right to purchase all the property franchise, or lands, then unconveyed, and in possession of the Company, at a price that may be agreed upon between the Government and the Company, or failing in such agreement at an appraisal made by three arbitrators, one chosen by the Company, one by Government, and the third by the first two. Said arbitrators to be well versed in railway matters, and with proper knowledge of the value of such property.

My associates in the Syndicate are able capitalists and bankers of the cities of New York and London.

Respectfully submitted,

J. N. GREENE,

Civil Engineer and Contractor.

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DOCUMENTS ACCOMPANYING REPORT OF JOINT SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL AND HOUSE OF ASSEMBLY APPOINTED TO CONSIDER THE PROPOSALS OF THE SYNDICATE REPRESENTED BY MR. BLACKMAN, FOR THE PURPOSE OF CONSTRUCTING AND OPERATING A RAILWAY IN NEWFOUNDLAND, &c., &c.

AN ACT RESPECTING THE NEWFOUNDLAND RAILWAY.

WHEREAS by an Act passed in the forty-third year of Her Majesty's reign, entitled "An Act to authorize the raising by loan of a sum of money for the construction of a railway and for other purposes connected therewith," provision was made for raising by loan a sum of money for the purposes of the said Act:

And whereas by resolution of the Honorable the Legislative Council and House of Assembly, passed in the forty-fourth year of Her Majesty's reign, it was resolved that it was more desirable, if a suitable proposal be obtained, that the Government should contract with a company for the constructing, maintaining and operating the said railway by the company, in consideration of the payment to the company of an annual subsidy and the concessions of land, with other privileges, in substitution of the provisions of the said Act:

And whereas it was further resolved that a proposal made by the parties hereinafter named and incorporated, presented a favorable basis for a contract for constructing, maintaining and operating a railway from St. John's to Hall's Bay, with branches to Clarke's Beach or Brigus, and to Harbor Grace, a distance approximately of three hundred and forty miles:

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And whereas it was further resolved that a joint select committee of the Honorable Legislative Council and the House of Assembly should be appointed to negotiate a contract to be ratified by the Legislature :

And whereas in pursuance of the said resolutions the following committee was appointed :

From the Honorable Legislative Council—Honorable Peter G. Tessier, Charles R. Ayre, and Augustus W. Harvey.

From the House of Assembly—Honorable Sir W. V. Whiteway, Ambrose Shea, and John Rorke, and Joseph J. Little, Alexander M. Mackay, and Robert J. Kent, Esquires :

And whereas in pursuance of the powers conferred on them the said committee have so negotiated a contract on behalf of the Government of Newfoundland with the parties hereinafter named and incorporated, which contract, with the schedule annexed, has been laid before the Legislature for its approval, and it is expedient to approve and ratify the said contract and make provision for the carrying out of the same.

Be it therefore enacted, by the Governor, Legislative Council and Assembly, in Legislative session convened; as follows:

I.—The said contract is hereby approved, ratified and confirmed, and the Governor in Council is hereby authorized to perform and carry out the terms and conditions thereof, as follows :

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ARTICLES OF AGREEMENT

Made between the Honorables Peter G. Tessier, Augustus W. Harvey, Charles R. Ayre, Sir William V. Whiteway, K.C.M.G., Ambrose Shea, and John Rorke, Joseph J. Little, Alexander M. Mackay and Robert J. Kent, Esquires, acting on behalf of the Government of Newfoundland of the one part, and William Bond, Frank W. Allin, C. X. Hobbs, Domingo Vasquez, and Albert L. Blackman, members of a Syndicate organized to construct the Newfoundland Railway, hereinafter called the "Syndicate Company," of the second part.

Whereas, by an Act passed in the forty-third year of Her Majesty's reign, entitled "An Act to authorize the raising by loan of a sum of money for the construction of a railway and for other purposes connected therewith;" provision was made for raising by loan a sum of Five Million dollars for the construction of a railway from St. John's to Notre Dame Bay, with branch lines as in said Act set forth: And whereas a survey has been made of about one hundred miles of the said railway, together with an estimate of the cost thereof: And whereas it has been deemed more desirable that the said railway should be constructed, operated and owned by a Company, aided by a certain annual cash subsidy for a limited number of years, and the grant in fee simple of lands to the Company, with certain other advantages and privileges hereinafter set forth:

And whereas such mode of construction and operation having been made known, together with the advantages which would result from the construction and operation of such railway: And whereas, by resolutions passed by both branches of the Legislature, the said parties hereto of the first part were appointed a Joint Committee to negotiate with the parties of the second part upon the basis of certain proposals theretofore made: And whereas negotiations have taken place between the said

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parties of the first and second parts, and the following terms, conditions, and covenants have been agreed upon.

Now, therefore, these presents witness that for and in consideration of the premises, and of the annual cash subsidy, grants of lands in fee-simple, covenants, and promises hereinafter contained on the part of the Government to be paid, made, done and performed, the Syndicate Company hereby covenant and agree as follows:—

LOCATION.

1.—To locate, construct, equip, maintain, and continuously operate in an efficient and safe condition, as their sole property, three hundred and forty miles of railway in the Island of Newfoundland. Such line of railway shall commence at Saint John's and run thence through the Peninsula of Avalon, on or near the line indicated by the survey of Kinipple & Morris, made in the year one thousand eight hundred and eighty, and from the end of said survey near Spread Eagle Peak to Hall's Bay by the best and most desirable line, connecting with Southwest Arm of Random Sound, with Clode Sound, and crossing Exploits River near Bishop's Falls. From the said main line there shall be two branch lines; the first being the Clarke's Beach or Brigus branch, leaving the main line near the Hodge Waters, and running to Clarke's Beach or Brigus by the best and most desirable line; the second branch, or Harbor Grace line, leaving the main line in the vicinity of Spread Eagle Peak, and running thence to Harbor Grace by the best and most desirable route, a distance of about twenty-six miles. The Government being desirous of extending the line to Carbonear, it is understood that the branch line from Spread Eagle Peak to Harbor Grace shall, if expedient, be altered as convenient to connect Harbor Grace and Carbonear with the main line; or the Clarke's Beach or Brigus line may be extended to Harbor Grace and Carbonear upon such terms as may hereafter be agreed upon by the Government and the said Syndicate Company.

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The said Syndicate Company shall locate and provide all stations, station-houses, flag-stations, depots, water stations, sidings, repair shops, and turn-tables, and all other essentials necessary to the efficient operation of the road at such places, villages, and towns situated along or near the lines of railway as will best accommodate the public and the shipping interests of the country, and shall determine the gradients and curvatures of the said lines of railway.

CONSTRUCTION.

2.—The line of railway with the branches hereby provided to be constructed, shall be a substantial, reliable and efficient railway, subject to approval, when completed in sections, of an engineer appointed by the said Government; but should any difference arise as regards the report of the Government engineer, or as to the substantiality, reliability or efficiency of the road, such dispute shall be decided by arbitrators to be appointed, one by the Government, one by the said Syndicate Company, and a third arbitrator by these two so named. It being understood by this and the subsequent sections that the railway intended to be constructed shall not be what is deemed in England and the United States a first-class railway. Should the railway upon inspection prove to be not substantial, reliable and efficient, then said Syndicate Company shall, without unnecessary delay, make the same substantial, reliable and efficient.

3.—The guage of the said lines of railway shall be three feet six inches.

4.—The rails shall be best steel rails of approved T section, of not less than thirty-five pounds per running yard, and to be well secured to cross ties by being properly spiked down, the joints to be properly fish-barred, the fish plates to be well secured by bolts and nuts, the whole to be substantially performed.

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CROSS TIES.

5.—The cross ties may be of juniper, black spruce, pine, American oak, or other sound timber, to be flattened on two sides, of uniform thickness of not less than seven inches, the flattened surfaces to be not less than seven inches face, the ends to be cut square, the number of ties to the mile not to be less than two thousand one hundred and thirteen, nor wider apart than two feet six inches from centre to centre, and at joints two feet apart from centre to centre.

BRIDGING AND TRESTLING.

6.—The bridging and trestling to be of wood or iron, as may be deemed by the engineer of the Company most suitable according to the requirements and description of locality where needed, to be of full strength and substantially built with solid foundations.

MASONRY AND CULVERTS.

7.—Bridge piers and abutments may be of stone, concrete or iron, all to be substantially built; culverts to be of concrete, stone or iron, of ample size to drain the water freely from the track.

BALLAST.

8.—The ballast to be of suitable material most convenient to the locality, the cross ties to be well bedded and set, to be properly "tamped up." The alignment and curvature to be determined by the engineer of the company, and the elevation of rails on curvatures to be according to the curves to secure the greatest safety. The road bed and way to be well and properly drained by side ditches, drains and culverts.

STOCK GAPS.

9.—Stock gaps shall be made by the Syndicate Company where the line of railway passes through enclosed private property. Such stock

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gaps shall be made where the line of railway crosses the line of enclosure; or in lieu of the stock-gaps the Syndicate Company may build fences on each side of their railway, to prevent any straying stock from going on the said Syndicate Company's railway; but in all localities where the line passes through unenclosed land, the Syndicate Company shall not be obliged to erect fences, and the Syndicate Company shall not be responsible or liable for damage to any person whose stock may be killed or injured by reason of trespassing on the Company's line of railway.

ROLLING STOCK.

10.—The Syndicate Company shall provide suitable locomotives of reliable and first-class workmanship, passenger coaches, comfortably and well fitted, freight service, box and flat cars, all to be substantially built, and the same shall be maintained in good working order. When the line is completed and ready for traffic, the Company shall have and provide at least six locomotives, and six fully equipped trains ready for use, three passenger and three freight trains, the passenger trains to consist of mail and express baggage, and first and second class passenger cars. The Syndicate Company shall further furnish additional rolling-stock, trains and equipments, and accommodations as fast as and in such quantities as the developing and increasing business of the line may require, so that the travel and shipping interest of the country may be fully accommodated. The Syndicate Company shall provide such necessary snow-ploughs and other appurtenances as the engineer of the Company may deem necessary to keep the track unobstructed and open for traffic, and shall make equally strenuous efforts as are ordinarily used by railway companies to keep the line open and unobstructed.

OPERATING.

11.—The Syndicate Company shall efficiently and continuously operate the lines of railway according to the regular time-table, except

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they shall be prevented by causes over which they have no control. The Syndicate Company shall furnish a regular time table, showing the time of arrival and departure of trains from each station, said time-table to show at least one passenger train each way each day (Sunday excepted) over the whole line. But as many more trains may be added daily, as the demands of the company's business may require. The regular time of passenger trains shall not be less than fifteen, nor more than forty miles per hour. Mixed and freight trains can be run at less speed.

MAILS.

12.—The Syndicate Company to provide the Government with all necessary facilities for transporting the Government mails, when required, over the said line and branch lines of railway, in such quantities and tonnage as the Government may require; the Syndicate Company to prepare and fit up mail cars or sectional combination cars to carry the mails; the Government mail agents to have exclusive use and possession of such car or section set apart for carrying the mails; the said Syndicate Company to attach one of such postal or mail cars to each through daily passenger train each way, and shall transport the mails to each station along the line and branch lines of railway, and upon arrival the mail agent of the Government may receive and deliver the mails. The mail agents shall have exclusive control of the mail service, the Company only undertaking to furnish said cars and transport the mails and mail agents over the line, according to the Company's regular time-table. The mail agents shall not interfere with or delay the trains in any way in receiving or delivering the mails. The said postal or mail cars shall only be used for the purposes of the Government mails, and as to the amount to be paid by the Government for such services, and the arrangements to be made respecting the mails, the terms shall be equitable and fair, and based upon mail arrangements in Great Britain, the United States and the Dominion, under a similar condition of surrounding circumstances.

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13.—The said railway and branch lines shall be completed and in operation within five years from the date of this contract. In consideration of the premises, and of the due and faithful performance by the said Syndicate Company of all and singular the covenants and agreements herein contained on their part to be performed, the Government of Newfoundland covenants and agrees:—

14.—To pay the Syndicate Company, upon the construction and continuous efficient operation of the line, a subsidy of one hundred and eighty thousand dollars per annum, in half-yearly payments in gold, in London, England, on the first day of January and the first day of July in each year, for a period of thirty-five years; such annual subsidy to attach in proportionate parts and form part of the assets of the said Company, as and when each five mile section is completed and operated, or fraction thereof, at terminus at Hall's Bay.

GRANTS OF LAND.

15.—The Government to grant in fee-simple to Syndicate Company five thousand acres of land for each one mile of railway completed throughout the entire length of three hundred and forty miles. The said fee-simple grant of five thousand acres of land per mile to be made to said Syndicate Company upon completion of each section of five miles of railway, or fraction thereof, at the terminus at Hall's Bay.

The sections or blocks to be located and laid off upon meridians or upon base lines, to be run as may be found practicable, pursuing as near as possible the general direction of the said lines of railway.

The land to be located on each side of the railway in alternate sections, one mile in length with the railway, on meridian or base lines, as the case may be, and eight miles in depth, the Government retaining the alternate sections.

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Where such sections from any cause are not obtainable along the line, the said Syndicate Company may select Crown lands elsewhere, to make up the deficiencies. But the Syndicate Company shall not be compelled to accept barren or swamp lands along the line of railway, but may select from Crown lands elsewhere.

16.—Provided that nothing in this contract contained shall preclude the Governor in Council from exercising the right to make such reservations relative to Crown lands as he may deem necessary to provide for the construction of roads and bridges, court houses, market places, churches, chapels, or other places of public worship, school-houses, bogs for supply of manure or fuel to the public, forests for the uses of the fisheries, or for any other public use or purpose whatsoever.

17.—Upon the completion of each five mile section of railway, as hereinbefore mentioned, the Syndicate Company shall within two years thereafter select the alternate blocks on each side of the railway to which they will then be entitled, and until such selection be made the Government shall not dispose of any Crown lands, timber or mineral rights within eight miles on either side of the line of railway; and, further, the company shall within three years from the completion of the railway select such lands as may be required to make, together with blocks situate along the line, the full quantity of five thousand acres to each mile of railway, the last mentioned selections to be made in blocks of not more than eight or less than one square mile each, it being understood that the Company shall not hold more than three of the last mentioned selections adjoining each other, and that the Government may reserve one intermediate selection for every three the company may make.

18.—All articles to be used in the construction and maintenance of the said railway, the rolling stock and telegraph and telephone lines, to be admitted free of duty.

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The articles are as follow:—All railway iron and steel rails, fish-bars, chains, spikes, nuts and bolts, frogs, crossings, switches, switch-fixtures, turn-tables and fixtures, iron and steel of every description used in construction of bridges, pumps and pipes for water and railway stations, iron and hardware used in construction of stations of every description, tools, waggons, carts, implements and machinery for shops and repairs, locomotives and parts, rolling stock of every description, wire, instruments and fixtures and supplies for telegraph and telephone lines, dynamo machines and fixtures for electric lights, railway reflectors, lamps and lanterns, and such other articles as are actually to be used in the construction of and fittings of the railway and rolling stock and stations, and also surveyors' instruments, also forage for animals employed in constructing and maintaining said line of railway. But no goods, wares or merchandise of any description shall be admitted free of duty that shall be intended for sale or for doing any work other than that respecting the said railway, telegraph and telephone lines, or that is not actually employed in constructing and maintaining said railway, rolling stock, telegraph and telephone lines as above named.

19.—The railroad and lands of the Company and also its capital stock shall be exempt from exceptional taxation.

20.—The Government undertake that the necessary statutes shall be enacted to encourage immigration, to enable aliens as well as British subjects to hold lands in fee simple, and to incorporate this Syndicate Company, which Incorporation Act shall contain the provisions necessary to carrying this contract into effect, as contained in Schedule A, hereto annexed and forming part hereof.

GENERAL CLAUSES.

21.—The Government shall grant, free of charge to the Syndicate Company, land for the roadway to the extent of one hundred feet on each side from the centre of the track, and also all lands necessary for

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stations, depots, work shops, yards, sidings, turnouts and other purposes requisite for the operation of the road where the line runs through Crown lands ; and where the line runs through private property, then all lands necessary for the said railway and for such purposes as aforesaid, shall be provided by the Government, by whom the owners thereof shall be compensated. And towards recouping the Government for such outlay, for the purposes of such compensation, the Government shall retain ninety thousand dollars out of the last annual subsidy, if the land so purchased shall cost so much. If the lands so purchased shall cost less than ninety thousand dollars, the amount shall be reduced accordingly ; and if the amount so expended should exceed the said sum of ninety thousand dollars, then and in such case any further expenditure shall be borne by the said Syndicate Company and forthwith repaid to the Government : Provided also that in case the line of railway, as surveyed by Messrs. Kinipple & Morris in the year one thousand eight hundred and eighty, shall be altered as regards the location, stations, depots, or otherwise, so that the cost of land necessary to be purchased from private parties for the purposes aforesaid shall be increased or diminished, then the amount to be deducted out of the last year's subsidy, as aforesaid, shall be increased or diminished accordingly: Provided also that the line of railway shall not be located in the town of St. John's between Cochrane Street on the east and a line from Radford's property northerly to LeMarchant road on the west, and between the harbor on the south and LeMarchant road and Military road on the north.

22.—The said Syndicate Company within three months after the execution of this contract shall deposit with the Government of Newfoundland as security for the performance of this contract bonds of the United States of America, or other approved securities, in amount equal to one hundred thousand dollars, the same to be returned to the said Syndicate Company upon completion of the three hundred and forty miles of railway ; the interest in the meantime shall be paid to said Syndicate company.

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23.—All laborers engaged in the construction of the railway and works of the company shall be paid their wages monthly; and from time to time there shall be deposited, in advance, in a bank in this Island, a sum of money, which shall be agreed upon between the parties hereto, sufficient to pay one month's wages of such laborers, and the said sum shall be placed to a distinct account and shall be applied to such purposes only.

24.—Where the words "continuously operate" are used it is understood and agreed that it shall mean and be construed that the company shall operate the railway upon their regular time table, except when prevented by causes over which the Syndicate Company have no control; and failing to operate by the causes above named, will in no way operate as a forfeiture of the rights and privileges or the payment of the cash subsidy or subsidies to be granted to or paid to said Syndicate Company by the Government of Newfoundland, as herein provided for. But it is agreed that the Syndicate Company shall use all due diligence in every respect to continuously operate the roads, as provided in their regular time-table.

PRE-EMPTION.

25.—At any time after the expiration of thirty-five years from the date hereof, the Government shall have the right to purchase the property and rights of the said Syndicate Company in the said lines of railway, and all property belonging to the said Syndicate Company in this Island; and in case the Government shall deem it advisable to exercise such right, the Governor in Council may cause a written notice to that effect to be given to the said Syndicate Company, by leaving the same at the office of the said Syndicate Company in this Island, and thereupon the Governor in Council and the Syndicate Company shall each appoint two arbitrators or appraisers, and the four arbitrators or appraisers so appointed shall appoint a fifth arbitrator or appraiser, and the five arbitrators or appraisers so appointed shall appraise the property and

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rights of the said Syndicate Company in the said railway and property, and the appraisement of a majority of such arbitrators or appraisers shall be taken to be the true and just value thereof; and after the expiration of one year from the date of such award of appraisement, and after the payment made or tendered in manner hereinafter provided, the said railway and property shall be vested in Her Majesty, subject to all bonded and other indebtedness owed by or held against the Company or its railway property at the time of the said valuation, and the payment or tender aforesaid of the amount of such award of appraisement shall be made to the President or Directors, or to the Manager or Superintendent of the said Syndicate Company of this Island.

26.—This contract shall not be deemed to be complete until the same shall have been ratified by the Legislature of Newfoundland.

In witness whereof, the parties hereto have subscribed their hands at St. John's in the island of Newfoundland, this twentieth day of April Anno Domini one thousand eight hundred and eighty-one.

Witnesses to the signatures,

(Signed) WILLIAM WHEATLEY,
" CHAS. J. LEMESSURIER.

(Signed) W. V. WHITEWAY, *Chairman*,
" P. G. TESSIER,
" A. W. HARVEY,
" JOHN RORKE,
" C. R. AYRE,
" A. SHEA,
" J. J. LITTLE,
" ROBERT J. KENT,
" A. M. MACKAY.

(Signed)	WM. BOND,	By his Attorney,	A. L. BLACKMAN,
"	FRANK W. ALLIN,	"	A. L. BLACKMAN,
"	C. X. HOBBS,	"	A. L. BLACKMAN,
"	DOMINGO VASQUEZ,	"	A. L. BLACKMAN,
"	A. L. BLACKMAN.		

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(Schedule A, referred to in the foregoing Contract.)

CHARTER OF INCORPORATION.

1.—William Bond, F. W. Allin, C. X. Hobbs, Domingo Vasquez, and Albert L. Blackman, all of New York, and all other persons and corporations as shall become shareholders in the Company hereby incorporated, are hereby constituted a body politic and corporate by the name and style of "THE NEWFOUNDLAND RAILWAY COMPANY," for the purpose of constructing a railway from the city of St. John's to Hall's Bay, Newfoundland, with a branch line or lines to Brigus or Clarke's Beach and Harbor Grace and Carbonear, and to operate the same.

2.—And by said name may sue and be sued ; may have and use a common seal, which it may alter at pleasure ; the signature of the name of the corporation by any duly authorized officer shall be legal and binding ; purchase and hold or receive by gift, in addition to the personal property owned by said corporation, any lands necessary for the transaction of the corporate business, and purchase or accept any lands in payment or part payment of any debt due to the corporation, and sell lands for corporation purposes ; establish bye-laws and make all rules and regulations not inconsistent with the laws of Newfoundland, deemed expedient for the management of corporate affairs, and do all other acts and things necessary for and incident to the efficient and satisfactory operation of the said railroad ; and appoint such subordinate officers and agents, in addition to the President, Secretary, and Treasurer, as the business of the corporation may require ; designate the name of the office, and fix the compensation of the officers.

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3.—The following provisions and restrictions are coupled with said grant of powers: A failure to elect officers at the proper time does not dissolve the corporation, but those in office hold until the election or appointment and qualification of their successors. The term of all officers may be fixed by the bye-laws of the corporation; the same, however, not to exceed two years. The corporation may make regulations concerning the subscription for or transfer of stock; fix upon the amount of capital to be invested in the enterprise; the division of the same into shares; the time required for payment thereof by subscribers for stock; the amount to be called for at any one time, and in case of failure of any stockholder to pay the amount thus subscribed by him at any time and in the amount thus called, a right of action shall exist in the corporation to sue said defaulting stockholder for same.

4.—The Board of Directors may consist of five or more members, at the option of the corporation, to be elected either in person or by proxy, by a majority of the votes cast, each share representing one vote; shall keep a full and true record of all their proceedings, and an annual statement of receipts and disbursements shall be copied on the minutes, subject at all times to the inspection of any stockholder; the books of the corporation shall show the original and subsequent stockholders; their respective interests; the amount which has been paid on the shares subscribed; the transfer of stock, by and to whom made; also other transactions in which it is presumed a stockholder or creditor may have an interest.

5.—The amount of any unpaid stock due from a subscriber to the corporation shall be a fund for payment of any debts due from the corporation, nor shall the transfer of stock by any subscriber relieve him from payment unless his transferee has paid up all or any of the balance due on said original subscription.

6.—By no implication or construction shall the corporation be deemed to possess any powers except those hereby expressly given or

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necessarily implied from the nature of the business for which this charter is granted, or engage in any business outside the purpose of this charter.

7.—This charter of incorporation may be amended or repealed by statutory enactment upon application by the Company. If it is repealed, or the amendments proposed being not merely auxiliary but fundamental, are rejected by a vote representing more than one-half of the stock, the corporation shall continue to exist for the purpose of winding up its affairs, but not to enter upon any new business. If the amendments or modifications being fundamental, are accepted by the corporation, as aforesaid, in a general meeting to be called for that purpose, any minor, married woman, or other person under disabilities, or any stockholder not agreeing to the acceptance of the modification, shall cease to be a stockholder, and the corporation shall be liable to pay said withdrawing stockholders the par value of their stock if it is worth so much; if not, then so much as may be its real value in the market on the day of the withdrawal of said stockholders, as aforesaid: Provided the claims of all creditors are to be paid in preference to said withdrawing stockholders.

8.—A majority of the board of directors shall constitute a quorum, and shall fill all vacancies until the next election. The first board of directors shall consist of the five incorporators herein named.

9.—The corporation shall have existence for ninety-nine years.

10.—This corporation shall have the right to borrow money and issue notes or bonds upon the faith of the corporate property, and also to execute a mortgage or mortgages as further security for a payment of money thus borrowed.

11.—This corporation shall have the right to enter upon and take the lands of individuals, or public lands, as provided for the purposes of

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the railway mentioned in the contract to which this is a schedule, and also to enter upon the lands of individuals, or public lands, not exceeding two hundred feet in width for the entire length of extension, connecting or branch lines which this company may construct in addition to the said railway mentioned in the contract, and may build thereon the said extensions, connecting or branch lines of railway, its stations, houses, sidings and other erections necessary for the operations of the same, and said land for right of way and stations so taken shall in fee-simple belong to said corporation. The company, by its officers and agents, may enter upon the lands of private persons, as also public lands, for the purpose of making surveys, location, and estimates for their lines of railway, and may take from public lands, stone, earth, or timber, or other necessary material for the construction of the company's railways, and may take, use, or employ such water courses as may be necessary to supply water for the purposes of the railway company. For the purpose of ascertaining the damage that may be occasioned to any such person whose interests in any lands and tenements may be in any way affected under this section other than the private lands for the railway mentioned in the contract, the company shall appoint one arbitrator, and the party interested another, and the Supreme Court of this island or a Judge thereof a third arbitrator, to determine the amount of compensation to be paid to such person, and the award of any two of them shall be final and binding; and in case such person shall neglect or refuse to appoint an arbitrator within ten days after notice, in writing, so to do from the said two arbitrators, the said court or judge may appoint an arbitrator for such party, and the award of any two of them shall be final and binding; and the said arbitrators shall be sworn before a Stipendiary Magistrate to do justice between the parties, and may summon and require the attendance before them of all parties interested in the property to be appraised, or in the damages to be ascertained by them, the agents of such parties respectively, and also all necessary witnesses, and require the production of all deeds and papers requisite in the reference to establish title or interest of any

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such party claiming such compensation as aforesaid, and may examine upon oath, to be administered by any one of the arbitrators, all such parties or their agents and all witnesses touching the matters to be enquired into by such arbitrators; in estimating any such alleged damage the arbitrators shall take into account any additional value or advantage which may accrue to the several proprietors and occupants by reason of the construction of such railroad.

12.—“The Newfoundland Railway Company” to have the right to establish a parcel or package express, and carry on the said business and conduct the same in like manner under like regulations as other express companies in the United States of America. To facilitate the delivery of the express goods or packages, the same shall be carried on the regular passenger trains of the company; such express company shall be responsible as other express companies, as “common carriers” for all goods entrusted to their care for transportation.

13.—The Company shall have the right to demand and collect the regular fare from any person before such person shall be allowed to enter the train, and the Company, through its agents and employees, may refuse to allow such person to enter the train until such person has paid the regular fare, or exhibited the regular ticket which the Company may require. It shall be unlawful for any person to ride on said Company's cars without first paying the regular fare, except by written permission of the manager, or other duly authorized officer of the Company, and except the mail agents of the Government and employees of the Railway Company; any person who shall be found riding on the Company's cars, other than those who are duly authorized, without first paying the regular fare, may be expelled from the cars.

14.—Each first-class passenger shall be allowed to carry baggage to the extent of eighty pounds in weight, and each second-class passenger fifty pounds; and all baggage in excess of the above weights,

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shipped by a single person, shall be charged for at express baggage rates by the Company.

15.—The Company shall have the right to demand and collect from the consignor, all freight charges before the goods, articles or packages are shipped; the Company, through its agents and employees, may refuse to receive such goods until the freight charges are paid; should the Company ship such goods, articles or packages of any description to the point of destination, then the company may demand and collect such freight charges as well as all other advances or other charges before the same shall be removed from the possession of the company; should the consignee refuse to pay said freight charges upon demand, then the company, after the expiration of thirty days, shall have the right to advertise such wares, goods, merchandize, articles and packages "for sale;" the said advertisement being for two weeks in a newspaper published in St. John's, and such advertisement shall give the date and time of sale, the names of the consignor and consignee, with the number of the package and charges thereon, as named in the bill of lading; then should the consignee fail to pay such charges in the time specified before the day of sale, the corporation may sell at public auction all such goods, wares, merchandize, articles, and packages, and apply the proceeds to the payment of such freight and other charges; and pay the balance or surplus (if any) to the consignor; should the sum received for such articles so sold fail to realize the amount of all charges against the said goods shipped, then the company may have a cause of action, and may recover the amount of the difference of such sum received at such sale, and the charges against such shipment from the consignor.

16.—The Railway Company shall, after due notice to the consignee, have the right to demand and collect a storage price of twenty-five cents per ton on all heavy articles, goods, merchandize and wares, and ten cents per cubic foot for all articles of bulk, and ten cents for each package or article left or remaining in possession of the Company longer than five

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days, (all charges to be for a time not less than thirty days); should the goods, articles or merchandize be left in possession of the Company longer than thirty days from the expiration of the first five days, then the Company may demand, charge and collect the above rate of storage for each month or fraction thereof, that the goods remain in the Company's possession; on car-load shipments of heavy freights, such as merchandize, machinery, iron, ores of all classes, timber, lumber, boards, coal, stone, the consignee shall be required, at consignee's risk and expense, to unload and remove the same within twenty-four hours (Sundays excepted) after the delivery in cars or arrival of said cars at destination or terminal station, as per bill of lading; said consignee failing so to do shall be charged for the use of such freight car, at the rate of five dollars per day for each day or fraction thereof, in excess of twenty-four hours, and the Railway Company may collect the same from (of) the said consignee before the goods, wares, or merchandize, shall be removed. All heavy machinery, wares, merchandize, timber, lumber, stone, ores, iron, and other heavy articles, shall be removed from the cars by the consignee, at consignee's risk and expense; when a shipment less than a car-load is made, the Company may unload the said heavy freights and discharge the car, but the Company may charge an additional "labour charge" for such services, which may be collected as other freight charges. All freight charges shall be a prior or first lien on such goods or articles shipped over the Company's line of railway, and shall be precedent to any other attachment, lien or obligation whatsoever.

17.—The charge for transportation of freight shall not exceed (30) thirty cents per hundred pounds on heavy articles, and (20) twenty cents per cubic foot on articles of measurement, for every one hundred miles transported; and five cents per mile for first-class passengers, and three cents per mile for second-class passengers. Clergymen will be charged half first-class fare. Special contracts may be made with shippers on their roads in regard to rate of freight, so as not to exceed the amount herein designated.

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18.—The line of track of road shall be so constructed as not to interfere with convenient travel of the public highways, and roads and streets of cities, towns or villages, and so as to allow carts, waggons, carriages and other vehicles conveniently and safely to pass over or under the line of track; boards well supported by posts, or otherwise, shall be placed and constantly kept across each public road, when the same is crossed upon the same level with the track of Railroad, the board elevated so as not to obstruct the travel, and on each side of the board there shall be printed in large letters, easily seen by the traveller, the words "RAILROAD CROSSING. LOOK OUT FOR THE CARS;" such board need not be put at the crossing of streets or alleys, in cities, towns and villages.

19.—The whistle shall be blown, or the bell sounded, at not less distance than two hundred feet from the crossing of every road.

20.—The board of directors shall fix regular times for running of trains, for the transportation, and shall take, transport, and discharge such passengers and property at, from, and to such places on the due payment of freight tolls and fares legally authorized to be charged therefor; and in case of the refusal of said company their officers or agents to take and deliver the same or either of them at the regular appointed time such company shall pay to the party aggrieved, all damages thereby suffered.

21.—This company shall receive on their road full freighted cars from other roads and transport them, without break of bulk, to the place of destination, charging for goods, wares, and merchandize therein, no greater rate of freight than is charged for similar goods, wares, and merchandize in their own cars, and return the said cars free of charge, provided the cars thus to be received are good and substantial, and also provided the distance said wares and merchandize are to be transported is not less than twenty miles.

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22.—This company and any other companies hereafter owning lines of Railway in this island may exercise mutual rights as respects connecting their lines of road, constructing and using sidings, turnouts, and connecting tracks, and may enter upon the property of each other for the construction of connecting lines, or crossing their respective lines above, below or on the same level, and may use such sidings as joint sidings for the purpose of transferring cars from one line to another, and may construct and use joint stations and do any other act necessary for the better accommodation of the public, and for purposes of traffic, upon such terms as are equitable between such companies.

23.—Immediately after the passing of this Act, the five or more persons named as the board of directors shall meet and duly organize, elect their president and vice-president, the secretary and treasurer, and shall appoint such officers and agents as by the said board of directors may be deemed necessary to properly conduct and carry on the business of the corporation.

24.—The board of directors may fix the amount of capital stock of the company, and the number of shares into which the same may be divided; and under their direction subscription-books may be opened to obtain stock, all other persons having an equal right with the original corporators to subscribe for stock until the full amount of said capital stock is subscribed.

25.—The board of directors may at any time increase the capital stock if the necessities of the corporation in their estimation may require said increase.

26.—This corporation shall have the right to extend the main line and to construct such branch line or lines as the board of directors may deem to the best interests of the corporation.

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27.—The capital stock of this corporation shall be impressed with the character of personal property.

28.—Each subscriber shall be liable only for any balance remaining unpaid on the amount and number of shares subscribed for.

29.—By no construction or implication shall any shareholder be bound each for another, the express feature of said stock being to limit the liability of such subscriber to the amount of his subscription.

30.—The board of directors may receive in payment of subscription to stock, money, lands, material, or work at contract price as in their judgment they may elect and agree upon with such subscribers to the stock of the company.

31.—The bye-laws of this corporation may be amended.

32.—The board of directors may have their principal office in New York or London as they may elect. It shall not be necessary for any member of said board of directors to be a resident of Newfoundland.

33.—The office of superintendent or manager of this company shall be located in St. John's; and if any cause of action shall arise within this colony against the company, and any writ or process be issued against the company, service of such writ or process, and of all papers and documents may be validly made upon the company at such office.

St. John's, Newfoundland, twentieth day of April, 1881.

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Witnesses to the signatures,

(Signed) WILLIAM WHEATLEY,
 " CHAS. J. LEMESSURIER.

(Signed) W. V. WHITEWAY, *Chairman*,
 " P. G. TESSIER,
 " A. W. HARVEY,
 " JOHN ROEKE,
 " C. R. AYRE,
 " A. SHEA,
 " J. J. LITTLE,
 " ROBERT J. KENT,
 " A. M. MACKAY.

(Signed) WM. BOND, By his Attorney, A. L. BLACKMAN,
 " FRANK W. ALLIN, " A. L. BLACKMAN,
 " C. X. HOBBS, " A. L. BLACKMAN,
 " DOMINGO VASQUEZ, " A. L. BLACKMAN.
 " A. L. BLACKMAN.

II.—For the purpose of incorporating the said William Bond, Frank W. Allin, C. X. Hobbs, Domingo Vasquez, and Albert L. Blackman, and those who shall be associated with them in the undertaking, under the name of "The Newfoundland Railway Company," and of granting to them the powers necessary to enable them to carry out the said contract according to the terms thereof, and conferring upon them the franchises, privileges and powers embodied in the Schedule to the said contract appended, the said Schedule shall have force and effect as if it were an Act of the Legislature of Newfoundland, and shall be and be held to be an Act of Incorporation within the meaning of the said contract.

III.—In the event of the work to be done under the said contract not having been commenced within a period of three months after the passing of this Act, then the Governor in Council may declare the said Contract and Charter of Incorporation null and void.

NEWFOUNDLAND RAILWAY.

IV.—To remove doubt as to the true construction of the twenty-first clause of the said contract, so far as the same relates to the amount of purchase money for right of way for said Company, which is to be retained by the Government of Newfoundland out of the last annual subsidy, it is hereby declared that the amount to remain over and be retained out of such last annual subsidy, shall in no event exceed the sum of ninety thousand dollars, and that any excess over that sum which may be expended by the Government for purchase of such right of way or other purposes in the said clause mentioned, shall be forthwith repaid by the said Company to the Government.

V.—Where no special provision is made then for the purpose of ascertaining the damage that may be occasioned to any person whose interests in any lands or tenements may be in any way affected under the provisions of this Act, the Governor shall appoint two persons and the party interested shall appoint a third, which three persons or any two of them shall determine the amount of compensation, if any, to be paid to such party, according to his interest therein. And in case such party shall refuse or neglect to appoint an arbitrator within ten days after notice in writing so to do from the said two arbitrators, such two arbitrators shall name a third arbitrator, and the award of any two of them shall be final and binding; and the said arbitrators shall be sworn before a Stipendiary Magistrate to do justice between the parties, and may summon and require the attendance before them of all parties interested in the property to be appraised by them, the agents of such parties respectively, and all necessary witnesses, and require the production of all deeds and papers requisite to establish the title or interest of any party claiming compensation in manner hereinbefore mentioned, and may examine upon oath, to be administered by any one of such arbitrators, all such parties or their agents and all such witnesses touching the matters to be enquired into by such arbitrators. If the said arbitrators shall be of opinion that the proprietors of land taken for purposes aforesaid or any of them, or any party whose land may be taken for

NEWFOUNDLAND RAILWAY.

indemnity purposes as herein provided, may be indemnified at a less expense by having an equal portion of land assigned to them from any land adjoining, and that such adjoining land may be taken without material injury to the proprietor thereof, the said arbitrators shall mark and in like manner appraise so much of the said adjoining land as they may think sufficient to replace the land required as aforesaid, and the same so marked off shall belong to the first mentioned proprietor and be in lieu of all indemnity; and the appraised value of the same shall be paid to the party from whom such land was so taken, and shall be a full satisfaction and release of the same and of all right and title thereto: Provided that if the land so to be taken shall not be deemed an equivalent for the land so to be appropriated for the said purposes of the said Railway and buildings as aforesaid, the said proprietor shall be paid by the Government such sum as may be, with the land so to be given, a full satisfaction for the land so dedicated.

VI.—This Act shall be deemed and taken to be a public Act.

NEWFOUNDLAND RAILWAY.

NEW YORK, January 27th, 1881.

ALBERT L. BLACKMAN, Esq.,

DEAR SIR,—

I am directed to communicate to you the resolution adopted yesterday, the 26th instant, at a meeting of the Syndicate Company, formed for the purpose of contracting with the Government of Newfoundland for the construction of and operating a line of railway from the city of St. John's to Notre Dame Bay, in the province of Newfoundland.

The action taken and resolution adopted is as follows:

Whereas the Government of the province of Newfoundland has, by special enactment, made and provided for the construction of a line of railway from the city of St. John's to Notre Dame Bay, and the said Government of Newfoundland has signified their willingness to make a liberal contract with a company to construct and operate said line of railway: Now, therefore, be it resolved that the President of this Board be authorized to appoint an agent to represent this company, said agent to proceed without delay to the city of St. John's, Newfoundland, and there to negotiate with the Government, and after due consultation and advisement with the Government, to make such contract with the Government of Newfoundland for the construction and operating said railway as he (the said agent) may deem to the best interests of this company. Such contract to be subject to and submitted for final approval of this company.

The above resolution was unanimously adopted.

In pursuance of the foregoing resolution the president of this company appoints, as special agent of this company, yourself, Albert L. Blackman, Esq., who is hereby fully authorized and empowered to repre-

NEWFOUNDLAND RAILWAY.

sent this company in such said negotiations with the government of Newfoundland. And he is hereby requested to proceed without delay to St. John's, and there make such contracts with the government of Newfoundland in the name and interests of this company he may deem to be the best interests of this association, subject to final approval of this Board, by cable.

The above resolution, adopted in general meeting, and the appointment of the president, shall be a good and sufficient power of attorney to the said Albert L. Blackman for the purposes above specified.

Yours, very respectfully,

FRANK W. ALLIN, *Secretary.*

WILLIAM BOND, *President.*

The above letter is fully endorsed by me,

A. L. BLACKMAN,
(C. X. HOBBS)

COPY OF TELEGRAM

New York; April 20th, 1881.

To A. L. Blackman,

Telegram received announcing contract signed. It is approved.

F. W. ALLIN, Secretary.

NEWFOUNDLAND RAILWAY.

ST. JOHN'S, NEWFOUNDLAND,

April 18th, 1881.

GENTLEMEN OF THE COMMITTEE,—

Replying to your enquiry relative to the employment of our labour for the construction of the Newfoundland Railway, I beg to say that it is our desire and intention to employ native labour as far as we can obtain it among your people for the construction of the line of railway. We are not influenced alone in the choice of your people, because it is manifestly and pecuniarily to our interest so to do, but we prefer to give an opportunity to Newfoundlanders to help us to develop the great resources of their country by assisting us in laying down this important artery of its future trade.

With great respect, I remain very truly yours,

(Signed) A. L. BLACKMAN,
Agent for the Syndicate Company.

COPY OF TELEGRAM.

NEW YORK, April 20th, 1881.

To A. L. BLACKMAN,

Telegram received announcing contract signed. It is approved.

F. W. ALLIN, *Secretary.*

NEWTON L. HALL

The Government in account with

1880	July 10	By balance forward	50,000 00
1881	Aug 12	To expenditure general expense account	24,119 54
	Sept 1	Section A survey account	4,519 27
	Oct 1	Section B survey account	4,140 91
	Nov 1	Section C survey account	6,140 31
	Dec 1	Section D survey account	6,371 85
		Section E survey account	6,203 41
		Mr. Morris' outfit	204 44
		Total	80,492 84
		By Kinipic & Morris, C.R., paid from	5,258 62
		account contract	147 62
		Balance carried over	74,086 60
		Total	79,492 84
		Balance	220,000 00

To Kinipic & Morris, C.R., balance of contract, payable when completed \$12,641 47
 Deducted for work performed by Kinipic & Morris in this country 2,222 40
\$10,419 07

C. R. AYES,
 W. V. WHITEHEAD.

Examined and found correct.

THOS. GLEN,
Auditor of Public Accounts.

NOTE.—Vouchers for all payments on account of the Railroad Survey were examined by me, and I found them to agree with the expenses actually incurred by the Survey, and in testimony of the fact I have signed the same.

THOS. GLEN, J. P. S.

NEWFOUNDLAND RAILWAY.

Dr. *The Government in account with*

1880.			
Dec. 31.—	To expenditure general expenses account	\$4,110	54
	“ “ Section A survey account	4,519	37
	“ “ Section B survey account	4,143	91
	“ “ Section C survey account	5,140	31
	“ “ Section D survey account	6,371	86
	“ “ Section E survey account	5,903	41
	“ “ Mr. Morris' outfit	304	44
		30,493	84
	“ Kinipple & Morris, C.E., paid them account contract.....		5,858 58
	“ Balance carried over		147 63
			\$36,000 00

LIABILITIES.

To Kinipple & Morris, C.E., balance of contract, payable when completed	\$12,641	47	
Deducted for work performed by deputies in this country.....		2,226	40
		\$10,415	07

COPY OF TELEGRAM

New York, April 20th, 1881.

To A. L. Blackman,

Telegram received announcing contract agreed. This approved.

A. L. BLACKMAN, Secretary.

NEWFOUNDLAND RAILWAY.

*the Railway Commissioners.**Cr.*

1880.			
July 19.—	By Receiver General's cheque.....	\$5,000	00
Aug. 12.—	“ “ “	5,000	00
Sept. 4.—	“ “ “	4,000	00
Oct. 18.—	“ “ “	6,000	00
Nov. 10.—	“ “ “	15,000	00
Dec. 27.—	“ “ “	1,000	00
		<hr/>	\$36,000 00

MISCELLANEOUS.

\$36,000 00

Dec. 31.—	By balance.....		\$147 63
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St. John's, 31st December, 1880.

A. SHEA, *Chairman.*
 ROBERT THORBURN.
 A. M. MACKAY.
 C. R. AYRE,
 W. V. WHITEWAY.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

MEMO.—Vouchers for all payments made on account of the Railroad Survey were examined by me, and I found them to agree with the expenditures correctly set forth by the accountant in his statement of the affairs of the Railroad Survey.

THOS. GLEN, *A. P. A.*

MISCELLANEOUS

REPORT OF THE AUDITOR OF PUBLIC ACCOUNTS, FOR THE YEAR 1880.

St. John's, Newfoundland,
10th March, 1881

The Honorable CHARLES SPENCER,

MISCELLANEOUS.

I examined the accounts of the Commissioner of the Post, and compared all disbursements made by him with his vouchers, and found that the same had been received during the year from the Treasury, and correctly accounted for.

An account current is furnished by the accountant every week, and the balances brought forward during the year agreed with my memorandum book.

The daily payments that are made by this department in cash to the poor of St. John's, are carried out, to the best of my belief, correctly and faithfully.

Amount of Poor Rates received in the year 1880	\$102,000
Paid by the Commissioner of the Poor on account of	
of Expended Taxes	\$93,820

MISCELLANEOUS.

MISCELLANEOUS.**REPORT OF THE AUDITOR OF PUBLIC ACCOUNTS, FOR
THE YEAR 1880.**

St. JOHN'S, NEWFOUNDLAND,
10th March, 1881.

The Honorable COLONIAL SECRETARY,

SIR,—

I respectfully submit the following report for the information of His Excellency the Governor and Council.

I examined the accounts of the Commissioner of the Poor, and compared all payments made by him with his vouchers, and found that the cash he had received during the year from the Treasury was correctly accounted for.

An account current is furnished by the accountant every week, and the balances brought forward during the year agreed with my memorandum book.

The daily payments that are made by this department in cash to the poor of St. John's, are carried out, to the best of my belief, correctly and faithfully.

Amount of Poor Relief expended in the year 1880...	\$102,000
Paid by the Commissioner of the Poor on account of Shipwrecked Crews.....	1,630

MISCELLANEOUS.

THE TREASURY DEPARTMENT.

The accounts of this department I compared with their books and found the amount of bonds and cash paid into the Treasury by the Customs' department, the Post Office department, the Surveyor General's department, and fees of office received from our various public institutions, were all correctly entered in the Treasury books.

THE SURVEYOR GENERAL'S DEPARTMENT.

I compared the accounts of fees collected with his books and found them correctly accounted for.

The Surveyor General handed me vouchers for all payments made on account of his department.

Amount of fees paid the Treasury in 1880	\$3,226 00
And Crown Lands.....	1,384 33
	<hr/>
	\$4,610 33
	<hr/>

THE REGISTRAR'S DEPARTMENT, SUPREME COURT.

I examined the accounts of this department and found the fees of office correctly accounted for.

Vouchers were handed me by the Registrar, signed by the Receiver General, for all fees of office.

Amount of fees paid the Treasury in 1880	\$1,018 65
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MISCELLANEOUS.

THE CUSTOMS' DEPARTMENT.

I compared all the warrants that had been entered for import duties at the St. John's and Outport Custom Houses, for the year ending 31st December, 1880, with their office books, and found all right.

INCOME OF THE COLONY, 1880.

Amount of import duties.....	\$740,335 82	
Fifteen per cent. on duties.....	112,005 76	
		<u>\$852,341 58</u>
Amount of postal revenue.....	\$17,300 00	
Miscellaneous sources.....	27,833 28	
		<u>45,133 28</u>
Total income of the Colony, irrespec- tive of the Halifax Fishery Award (interest).....		<u>\$897,474 86</u>

THE PUBLIC DEBT OF THE COLONY,

(Held solely by the people of Newfoundland.)

On 31st December, 1880	\$1,450,990 44
Interest on public debt on the 31st December, 1880	72,059 24
Sinking Fund on the 31st December, 1880.....	119,473 88

THE POST OFFICE DEPARTMENT.

I compared the accounts of this department with their various books, and found them correct.

MISCELLANEOUS.

The Accountant handed me vouchers, signed by the Receiver General, for the amount of revenue collected by this department.

Amount of revenue paid the Treasury in 1880..... \$17,300 00

THE FINANCE DEPARTMENT.

I examined the accounts of this department, also their Consolidated Statement, that shows the financial operations of the Colony of Newfoundland, for the year ending 31st December, 1880, and found the accounts and Consolidated Statement were carefully and correctly made out by the Accountant.

Amount of import duties collected in 1879'..... \$921,075 32

Amount of import duties collected in 1880 852,341 58

Less collected in 1880..... \$68,733 74

The amount of revenue from import duties, as I have just stated, was less in 1880 than in 1879 by \$68,733.74. Had the fifteen per cent. on duties been struck out of the tariff, the Customs' revenue would have shown a serious deficiency.

The Government were bound to keep faith with the public creditors, and the country generally. They were, therefore, perfectly justified in retaining the fifteen per cent. in the tariff of duties, thereby protecting the general interests of the country, and sustaining the credit of the colony.

The following remarks appeared in my report of last year. I wish to repeat them again, to show why increased taxation became a necessity.

I stated then, "Any reduction that could possibly be made in the public expenditure of the colony would make but little impression on our

MISCELLANEOUS.

largely increased liabilities, and that all classes in the community, clergymen, merchants, shopkeepers and others, by numerous signed petitions, urged on the Government the absolute necessity of providing more steam communication with the old country, the northern and western parts of the island, and with Labrador. The petitioners also stated that the constabulary force should be increased, and larger grants were deemed essential for educational purposes, and for road service, and in order to meet the charges cast upon the country, in obedience to its own demands, increased taxation became a necessity to enable the Government to meet the increased liabilities I have alluded to."

ST. JOHN'S WATER COMPANY.

I compared the accounts of this department with their books, and found the money expended on the various services under their control were, by vouchers examined, correctly accounted for, and the general account of the company's affairs correctly made out by the accountant for the information of the Legislature.

THE BOARD OF WORKS.

I examined the accounts of this department and found them correctly made out.

The accountant reads off from the fly leaf of the cheque book the amount of all cheques drawn by the chairman during the year, and when I find the cheques agree with the vouchers, I sign the cheque book.

The bank book I examine from time to time, and when I find the balance agrees with his ledger, I sign a memorandum that is carefully and correctly kept by the accountant, which shows that the bank balances and the outstanding cheques were all right during the year, agreeing with his ledger.

Respectfully submitted,

THOMAS GLEN,
Auditor of Public Accounts.

MISCELLANEOUS.

ADDENDA.

In page three will be found the amount of the public debt of the Colony and sinking fund.

Since then the Government has cancelled \$100,000 of our public debentures (held by the Savings' Bank,) thereby reducing the public debt of the Colony by that amount, and lessening the interest thereon, being a saving on the yearly expenditure of the Colony of five thousand dollars. This act of the Government will, I have no doubt, be approved of by the country.

THOMAS GLEN,
Auditor of Public Accounts.

THE BOARD OF WORKS.

I examined the books of this department and found them correct. The accountant took off from the top of the cheque book the amount of all cheques drawn by the chairman during the year, and when I had the cheques drawn with the vouchers I saw the cheque book. The bank book I examined from time to time, and when I find the interest agrees with his ledger, I sign a memorandum that he has carefully and correctly kept the account which shows that the bank balances and the outstanding cheques were all right during the year, according with his ledger.

THOMAS GLEN

MISCELLANEOUS.

**REPORT OF THE SURVEYOR GENERAL FOR THE YEAR
1880.**

*To His Excellency Sir JOHN HAWLEY GLOVER, G.C.M.G.,
Governor and Commander-in-Chief in and over the
Island of Newfoundland and its dependencies, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit, for your Excellency's information, the following report of the sale and management of Crown Lands, and of other matters under the control of this department, for the year ending on the 31st December, 1880.

MINERAL LANDS.

During the year there have been received one hundred and eleven applications for licenses to search for minerals, as per return marked A, and also twenty-three applications for licenses on that part of the coast of Newfoundland where the French exercise rights of fishing under treaty as per return marked B.

There were issued during the same period one hundred and nine, licenses to search, as per return marked D.

Seventeen applications for mining leases out of previous licenses to search were received, and two leases were issued, as per return C. Of the remainder, surveys of some have been received since, some are in course of preparation, and others are awaiting surveys.

MISCELLANEOUS.

AGRICULTURAL LANDS.

One hundred and thirteen grants of Crown Lands were issued during the year, containing seven hundred and forty-one acres and six and three-quarters perches; and the fees on the same amounted to three hundred and fourteen dollars and forty-two cents, as per return marked E.

There were also issued three licenses of occupation, containing thirty-two acres one rood and fourteen perches, as per return marked F, and five grants in fee to persons who had complied with the conditions of occupation, containing two hundred and fifty-two acres three roods and thirty-eight perches, as per return marked G.

A comparative statement with the year 1879, of Crown Lands grants, licenses of occupation, and grants in fee for agricultural purposes, will be found in return marked H.

Return marked I contains a consolidated statement of receipts and expenditure for the past year, which has been examined and found correct by the Auditor of Public Accounts.

During the last session of the Legislature considerable amendments were made in the law relating to Crown lands, mines and minerals, most of which have so far worked satisfactorily; but I would respectfully draw your Excellency's attention to the fact that, however desirable it may be to advertise the sale of all lands applied for by public auction, this system must necessarily prove not only very inconvenient to applicants residing at a distance from St. John's, but also very expensive, as the cost of advertising for three months will, in most cases, exceed the upset value of the land offered for sale; while the delay in obtaining grants tends, in many cases, to prevent settlement, and holds out inducements to squatters, who, anxious to obtain land for immediate use, take

MISCELLANEOUS.

possession without any application to this department, and having made considerable improvements thereon, subsequently apply for grants to which, owing to their improvements on the land and length of time in possession, they are to some extent entitled. I would, therefore, suggest that certain fixed prices be put on the land in the various localities, and that when application is made for waste land, the applicant should receive a grant at the upset price, except in cases where disputes are known to exist, when the land should be sold by auction.

A large number of applications for land have been made during the past year; but owing to the provisions of the ninth section of the new Act, reserving lands along the proposed line of railway, and in other cases the absence of any proper survey of the localities, I have felt obliged to delay action with the greater portion. The necessity for an efficient staff of surveyors is becoming every year more urgent, both for the guidance of the department and the security of applicants for land.

Petitions for large tracts of land in Clode Sound, Bonavista Bay, having been filed in this department, and not having any survey of that locality suitable for office purposes, I, with consent of the Executive, sent Mr. Long, Topographical Surveyor, accompanied by Mr. Haddon and a crew of men, to make a full survey of said Sound, with the view to marking off the parts applied for. Mr. Long is now plotting the same on a large scale, and I beg to forward herewith his report on that locality.

The Legislature having voted the sum of three thousand five hundred dollars for the further testing the coal formation in the neighborhood of Grand Lake, Mr. Cooper, who had charge of the party last year, was again employed. Having been provided with new tubing, &c., he left St. John's with eight men in the steamer *Curlew*, on the 3rd July for the Bay of Islands, and commenced operations at Bore B, of

 MISCELLANEOUS.

last year, on the 22nd of the same month. The result of this boring having been telegraphed to me by Mr. Cooper, he was instructed to try at Bore C, one mile north-west from B. After consulting with A. Murray, Esq., C.M.G., I determined to visit the locality myself, taking with me a map prepared by Mr. Murray, with full instructions for Mr. Cooper. I reached the boring ground on the 7th September, and finding that considerable progress had been made at Bore C, without passing through any higher measures, I communicated the fact to Mr. Murray by telegraph from Sandy Pond, and instructed Mr. Cooper to test the ground about one mile further up the river at Bore D, which boring had reached the depth of forty-three feet when I left. Heavy boulders much impeded the work, and the tubing had to be repeatedly withdrawn. Ultimately, however, the metals were reached, but proving of the same hungry character as at Bores B and C, Mr. Cooper, in accordance with my instructions, stopped any further operations, and employed his men in getting all the tubing rods and gear brought down the river and across Grand Lake, and placed them in a small store at the end of the portage for the winter. Whilst the boring party were removing the machinery from Bore C to D, I took a series of soundings in Grand Lake, with the following result :—

Three quarters of a mile above Shoal Tickle, south side of the island.....	35 fathoms.
Between Grand Pond point and east end of island	25 “
East end of island, and north harbor head, open, no bottom at.....	180 “
One-third distance from shore at base of Harry Mountain, towards Long Point.....	50 “
Midway between base of Harry Mountain and Long Point.....	142½ “
Midway between Long Point towards Conical Hill	65 “
Midway between Seal Island and portage.....	11½ “

MISCELLANEOUS.

shoaling towards the portage from seven fathoms to a few feet. I believe the channel on the north side of the island to be the deepest part of the lake.

On my return to the Bay of Islands I left instructions with Mr. Barron to arrange for the transportation of the boring materials across the portage during the winter, so that they can easily be brought down the Humber by boat in the spring.

Mr. Murray's report, which I forward herewith, gives full particulars as to the various strata passed through, and also a list of the materials remaining on hand. The result of the two seasons' operations seems to indicate that whilst the formation is undoubtedly carboniferous the higher measures have been denuded, and that the existence of workable seams of coal is very doubtful, nothing thicker than sixteen inches having been found in any of the borings. In the absence of any outcrop nearer than Coalbrook (where the edge of the trough is tilted up against a great fault), it is very difficult to ascertain the dip of the strata which are everywhere covered with from twenty to sixty feet of sand and gravel.

During the past season Mr. Howley was employed in surveying mineral claims, with a view to establish boundaries of leases and Government reserves, and this service will require to be continued the coming year.

A question is likely to arise as to whether money spent under a license to search for minerals should be considered as part of the twenty thousand dollars required to be expended before obtaining a grant in fee. For instance, at Littlebay the mine was, from its discovery, worked under a license; last summer application for a lease was made. It would appear unfair that the very large sums already spent on the property should not be taken into consideration, as after the issue of the lease a fall in the price of copper or other circumstances might cause such a

MISCELLANEOUS.

suspension of operations as virtually to cancel the lease and prevent the holders obtaining a grant in fee.

In November last the Crown Lands' office was removed from the Colonial building to the Athenæum building, where the new and spacious offices afford ample accommodation, and are much more accessible to the public.

All of which is respectfully submitted by your Excellency's most obedient servant,

W. J. S. DONNELLY,
H.M. Surveyor General.

SURVEYOR GENERAL'S OFFICE,
St. John's, Newfoundland,
31st December, 1880.

MISCELLANEOUS.

REPORT OF ALEXANDER MURRAY, ESQ., C.M.G., F.G.S., ON
COAL BORING.

GEOLOGICAL SURVEY OFFICE,
St. John's, January 11th, 1881.

Sir,—

I have the honor to state, for the information of the Government, that the boring operations for coal, which were commenced in the central carboniferous trough of the island in 1879, having been continued during the summer and autumn of the late year, under the superintendence of Mr. James C. Cooper, as before, who reports the following results :

0		Bank or blacked shale
0	1	Grey shale with thin layers of coal
0	2	Grey shale
0	3	Do with thin streaks of coal
0	4	Soft shale, mottled brown, yellow and green
0	5	Reddish shale
0	6	Total through shaft
0	7	Of
0	8	Total depth of Bore B.

MISCELLANEOUS.

BORE B.

Situated on the right bank of the eastern branch of the Humber River, about one and a half miles above the outlet into Grand Pond, near the place of Bore B of 1879. The boring commenced on July 22nd and terminated on August 14th.

	No.	DESCRIPTION.	Fms.	Feet.	In.
Drift.		Brown Sand.....	5	4	0
"		Sandy clay and boulders.....	3	5	0
			9	3	0
Strata.	1	Soft brown and yellowish shale, with gray and green arenaceous bands.....	5	3	6
"	2	Hard greenish sandstone.....		1	9
"	3	Brown mottled shale.....		2	3
"	4	Dark or blackish shale.....			9
"	5	Fire-clay, with thin streaks of coal.....		1	6
"	6	Gray fire-clay.....		2	0
"	7	Do. Do. with thin streaks of coal.....			6
"	8	Soft shale, mottled brown, yellow and green.....	4	3	0
"	9	Reddish shale.....		5	6
		Total through strata.....	12	2	9
		Or.....		74	9
		Total depth of Bore B.....	21	5	9

MISCELLANEOUS.

BORE C.

Situated one mile north-west from Bore B, and one hundred and seventy yards south by east from the telegraph line. Commenced August 19th, and terminated September 15th.

	No.	DESCRIPTION.	Fms.	Feet.	In.
Drift.	...	Sandy clay and boulders.....	3		6
Strata.	1	Gray arenaceous shale.....	1	2	
"	2	Greenish sandstone		3	4
"	3	Gray arenaceous shale.....		4	
"	4	Dark gray arenaceous shale.....		5	
"	5	Blackish shale.....		2	6
"	6	Gray argillaceous sandstone.....		5	3
"	7	Gray arenaceous shale.....		2	
"	8	Green argillaceous sandstone.....		1	5
"	9	Gray shale.....		1	2
"	10	Brown mottled shale.....		1	6
"	11	Gray arenaceous shale.....	1	3	9
"	12	Brown arenaceous shale		3	6
"	13	Greenish sandstone.....		2	3
"	14	An argillaceous bed.....			5
"	15	Gray sandstone.....		1	9
"	16	Blackish arenaceous shale, with lime.....		2	9
"	17	Dark gray arenaceous shale, with lime.....		1	5
"	18	Greenish sandstone			9
"	19	Gray arenaceous shale, with lime.....		3	6
"	20	Brown mottled shale, with lime.....		2	6
"	21	Gray arenaceous shale, with lime		1	1
"	22	Brown shale.....		1	3
"	23	Greenish sandstone.....			8
"	24	Brown shale.....			6
"	25	Gray arenaceous shale.....		1	2
"	26	Gray and brown shale, with lime		4	8
"	27	Brown mottled arenaceous shale.....	1	2	3
"	28	Dark gray shale, with lime.....		1	10
		Carried forward.....	16	4	8

MISCELLANEOUS.

BORE C.—(Continued.)

	No.	DESCRIPTION.	Fms.	Feet.	In.
Strata.		Brought forward.....	16	4	8
"	29	Arenaceous and micaceous shale		3	6
"	30	Gray micaceous sandstone.....		5	3
"	31	Brown arenaceous shale		4	
		Total depth of Bore C from surface.....	18	5	5
		Of which there is of solid strata.....		94	11

BORE D.

One mile east-north-east from Bore B, on south-east side of the river. Commenced September 21st, terminated October 23rd, 1880.

	No.	DESCRIPTION.	Fms.	Feet.	In.
Drift.	1	Soft sand.....	6	4	
"	2	Rough boulders.....		4	6
"	3	Smaller boulders, with sandy clay.....	1	1	
Strata.	1	Brown and gray arenaceous shale	2	4	
		Total depth of Bore D.....	11	1	6
		Or from surface.....		67	6

The season being far advanced (viz., on October 23rd) by the time the above work was accomplished, Mr. Cooper found it necessary to employ the party in removing all the boring apparatus to a place of security, previous to returning to the Bay of Islands, in order to take passage by the steamer *Curlew* for St. John's.

MISCELLANEOUS.

The implements and apparatus were secured in a log building at the upper end of the junction portage by the telegraph line, on the shore of the Grand Pond; whence an arrangement has been made to have them conveyed on the ice during the winter to the Bay of Islands.

The following is a list of the material, as reported to me by Mr. Cooper:—

19	1 $\frac{3}{4}$ -inch rods—	9	feet lengths.	}	Weight about 23 cwt.
10	1 $\frac{1}{8}$ " " —	9	" "		
20	1 " " —	9	" "		
10	1 " " —	6	" "		
5	1 " " —	5	" "		
6	1 " " —	4	" "		
4	1 " " —	3	" "		
3	1 " " —	2	" "		
3	1 " " —	1	" "		
2	0 " " —	0	9-inch lengths.		

16	4 $\frac{1}{2}$ -inch tubes in	7	feet lengths.	}	Weight about 28 cwt.
16	3 $\frac{1}{2}$ " " —	7	" "		
19	2 $\frac{1}{2}$ " " —	7	" "		
4	Pumps.				
1	S (?)				
4	Windlass handles.				

One hundred fathoms of iron wire rope and drum, windless drum and crane shall, two chains—forty-five feet; smiths' anvil and bellows, three crane wheels and strong hoops, and two iron pails.

IN BOX NO. 1.

One vise, two pulleys, a lifting screw, rope coupling, two axes, a side-set, twenty-three bolts, four clevises, five hand keys, six plumbers' blocks, grab lever, fulcrum and rests, two bitches' levers, hook, brace

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head, pick, three smiths' tongs, patent screw wrench, two hammers, two oil cans, sledge hammer, stob mallet, pair of tube glands, pinion wheel and spade.

IN BOX NO 2.

Two lye keys, twenty-one boring chisels, lever hook, sample cutter, two pump nicks, six T and S chisels, eight long bolts, tube glands, rope coupling, two shovels, four shackles, two guy screws, three wood augers, two planes, three wood chisels, four chipping chisels, spokeshave, nail hammer, two sieves, two hand saws, and two pieces of rope.

SMALL BARREL.

Two sling chains, one lever chain, three small chains, one brace head, two clevises, two ring tops, three bolts, an iron boring brace, a blacksmiths' flattener, one six-inch rope sling, and one grab.

The total weight of the whole was estimated to be about five tons.

As represented in former reports, the dips displayed on each side of the carboniferous formation in the centre of the island, viz.: on the eastern and western branches of the Humber River, and the northern end of the Grand Pond, seem to indicate the existence of a trough, or gentle synclinal, which, unless broken by dislocation, or repeated on undulation, would accumulate measures towards the middle, and probably bring in that portion of the series in which workable seams of coal are known to exist at other parts of North America. The recent experiment of boring has to a certain extent proved the latter state of circumstances to prevail, and that lower measures alone occur so far as the boring has extended. The relative positions of the bore holes are as follows, Bore A being situated near the outlet of the eastern branch of the Humber River into the Grand Pond :

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Relative position of bore holes.	From true meridian courses.	Miles.	Chains	Fms.
From Bore A to Bore B.....	N. 35° 30' E.	1	41	
“ “ A to “ C.....	N. 4° 0' W.	1	37	75
“ “ B to “ C.....	N. 76° 0' W.	1		40
“ “ B to “ D.....	N. 29° 15' E.	1	16	
“ “ C to “ D.....	N. 62° 30' E.	1	59	

By comparing the strata bored through at B with that at A, (as by last year's report), it will be seen that numbers four and five of the former correspond in description with numbers thirty-three and thirty-four of the latter, showing a rise on the strata in the direction of B from A, or north-easterly of one hundred and twenty-nine feet, which is at the rate of a little over two feet in the hundred feet, or a dip south-westerly of less than two degrees. In like manner the stratum number fourteen at C, seems to correspond with number forty-four at A, which shows a rise of one hundred and thirty feet at C, or an inclination southerly of less than two degrees. As there was only the upper strata of the solid rock pierced at Bore D, the corresponding beds are not readily identified, but it appears probable that the brown and gray arenaceous shale of D, may be the equivalent of numbers ten and eleven of Bore C, which would place the strata nearly on a level between these two points; that is, nearly on the strike, with a very gentle dip to the southward.

The inference to be drawn from these boring experiments, together with the known attitude of the lower beds of the formation, is that the strata over the whole area between the two branches of the river, are on

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the whole exceedingly flat, or effected only by undulations so gentle as to leave but little room to bring in any great amount of superior measures. Such being the case, although the limited area tested is very far from being sufficient to thoroughly prove the ground, it may perhaps be unadvisable to continue the boring operations in this central region with a view to commercial advantages; as in consequence of the circumstances as above described, the areas (if any such exist at all), which might contain workable seams of coal, must be very limited in extent. The great difficulty and expense, moreover, in removing the cumbrous and heavy machinery requisite to carry on such operations in a perfectly wild country—without roads or any adequate means of transport—is a consideration deserving brighter prospects of success than have hitherto been experienced.

All the evidences so far point to the existence of a narrow elliptical formed trough, containing seams of coal of from one to eighteen inches in thickness, bounded upon the west side by the east branch of the river, and on the east by the range of hills. Near the hill range the measures are disturbed, and are suddenly cut off by a fault; while towards the river and beyond it they are effected only by a series of wave-like folds in the depressions of which alone the higher measures of the formation need be expected.

In consequence of Mr. Howley having been engaged, by special desire of the Executive, in surveying and defining the boundaries of the mining localities in Notre Dame Bay, and my own time having been fully occupied in mapping and other office work which was much in arrears, very little progress has been made in the geological investigation *proper*, during the late season; nevertheless, we have acquired considerable additional information regarding the distribution of metallic product, which may prove of commercial importance. The constantly increasing demand for mining licenses, and the urgent necessity for a

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systematic and accurate sub-division of the Crown lands is generally known to be absolutely and imperatively required for the proper regulation of the Surveyor General's department; and it has been towards the attainment of this end that the time and attention of the survey has been chiefly devoted.

A special report was furnished to his Excellency the Governor upon the auriferous quartz veins in the neighbourhood of Brigus, Conception Bay, dated October 8th, 1880, to which I beg to call your attention.

I have the honor to be, Sir,

Your most obedient servant,

ALEXANDER MURRAY.

The Hon. W. J. S. DONNELLY,
Surveyor General, &c., St. John's.

MISCELLANEOUS.

**REPORT OF MR. THOMAS LONG ON AGRICULTURAL LANDS
IN CLODE SOUND, BONAVISTA BAY.**

SURVEYOR GENERAL'S OFFICE,
31st December, 1880.

SIR,—

In accordance with your instructions to proceed to Clode Sound, Bonavista Bay, for the purpose of surveying the available agricultural lands in that locality, with the view of laying off the same in blocks suitable for settlers, I left St. John's on the 20th of August last, accompanied by Mr. John Haddon and a crew of men, returning on the 9th October.

Immediately on arrival there the survey was commenced, the salient points being laid down by observations with the theodolite, and the details between these points filled in by prismatic compass and chain. The six principal brooks were surveyed to a considerable distance inland (varying from one to five miles from their mouths) by prismatic compass, and the distances measured by micrometer telescope.

The plan of the parts surveyed, with all memoranda connected therewith, is now in course of preparation on a scale of eight inches to the mile, or ten chains to the inch. The road from Northwest Arm towards Bloody Bay (part of the northern mail route) was measured for a considerable distance, and is also shown on the plan.

With the exception of the flat land on the east side of the Northwest brook, the land available for agriculture is very limited in extent, being, for the greater part, confined to a narrow belt along the shore and

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up the Southwest brook, seldom extending more than fifteen chains from the bank, and a large portion not more than from six to ten chains. This belt is for the most part tolerably level, and extends from the mouth of the brook in Northeast Arm, along the north side and bottom of the Sound and up the Southwest brook to a distance of about three miles above Indian Point. Thus far the land is all of fair quality, and in many places very good, but as soon as this level is passed and the ground begins to rise towards the hills inland, the quality rapidly deteriorates, and becomes bare rock, or with a thin covering of soil, with moss and small stunted bushes and patches of small spruce trees and numerous boulders of all dimensions thickly strewn about. In this barren portion, however, there are many spots varying from five to twenty acres, each of very excellent soil.

The greater part of this district, particularly on the north side of the Sound, for many miles, has been devastated by fire, and the whole of the decayed vegetable surface destroyed. There are, however, still remaining many spots of green woods, some of considerable extent, particularly to the eastward of Northwest brook, and along the banks of the Southwest brook, containing much fine timber, pine, fir and birch.

In general the soil is light and sandy, and will require much manure to make it productive. This, however, is to be procured in abundance along the shore. In Muddy Hole, in particular, are many hundreds of loads of excellent manure composed of rotten kelp, &c.

A great drawback to this district, west of the narrows, is the early period at which frost usually sets in. Last year the nights of August 24th, 25th, and 26th, were extremely cold, and ice was formed near Northwest brook to the thickness of one-eighth, one-fourth, and on the third night nearly half an inch thick. This, I have been informed, is the experience of all those who have been in the habit of being in this locality at that season for several years back. In Bryant's Hole, in the

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same Sound, but to the eastward of the narrows, (where two families are resident), no frost was felt up to the time that I went there on the last day of September. James Matthews, who had lived here some few years, says that they seldom have frost before October. The soil here is very rich and productive but is of very limited extent, the land rapidly rising into high steep hills.

Posts were put up at all the points, marked red on plan, and numbered to correspond therewith.

The quantity of good land suitable for cultivation, will be probably about four thousand acres to the westward of the narrows, about three hundred in Bryant's Hole, and about four hundred in Bunyan's Cove: There are also many extensive marshes, several of which could be very easily drained, and these would then, without doubt, make very productive meadow land.

I have the honor to be, Sir,

Your most obedient servant,

THOMAS LONG.

The Hon. W. J. S. DONNELLY,

H. M. Surveyor General.

MISCELLANEOUS.

**REPORT OF MR. INSPECTOR NEVILL ON LIGHT HOUSES
AND PUBLIC BUILDINGS, FOR THE YEAR 1880.**

BOARD OF WORKS OFFICE,
DEPARTMENT OF LIGHT HOUSES AND PUBLIC BUILDINGS,
January 1st, 1881.

SIR,—

I have the honor herewith to lay before you my reports upon Light houses (enclosure No. 1) and Public buildings (enclosure No. 2) in my charge, together with estimates of the expenditure (enclosures No. 3 and 4) for the current year.

In preparing the latter nothing that is not apparent at this moment as absolutely essential has been provided for, and they probably may be exceeded by the actual expenditure, there being no margin for these many matters that in so extensive a service are sure to arise, and which are contingent upon wear and tear and the action of the elements.

Our light stations now number thirty; the important one at Cabot Island having been added to the list during the past year.

In August all the northern stations were inspected, and the machines, lamps, lenses and reflectors were in effective condition. The light-keepers were attentive and zealous in the performance of their work, and though this is no more than their duty, still a word of praise, shewing that their efforts are justly appreciated, is valuable in preventing a lapse into lukewarm and perfunctory work.

MISCELLANEOUS.

The expenditure maintenance and repairs of lighthouses during the past year exceeded the estimate by thirty-six (\$36) dollars.

The usual monthly reports have been (in most cases) forwarded regularly from the light and alarm stations, and the necessary supplies of oil, stores and fuel have been furnished.

The important repairs at Baccalieu and Green Island stations, recommended in my last report, have been efficiently carried out, and a Courtenay automatic whistling buoy has been moored off Powles' Head, Trepassey Bay.

Mr. Austin Oke, having been appointed as mechanic, to the light house service, he has been constantly employed in a valuable manner. He was at Cabot Island to see the light at that station put in operation; at Cape Pine to alter the illuminated arc there; at Trepassey to moor the automatic buoy; at Baccalieu and Green Islands to carry out the important repairs elsewhere referred to; and at Capes Spear, St. Francis and Bonavista, at Doddinghead, Garnish, Rose Blanche, Channel, Fort Point, Cann Island, and Long Point, Twillingate, to adjust lamps, lenses, reflectors and machines, as the case may have been. His work has resulted in marked improvement in the lights at Channel, Rose Blanche, Trinity and Cape St. Francis.

Upon the whole his services have been most valuable, and the Government may be congratulated on having appointed an officer thoroughly acquainted with and able to perform his duties, and the service will benefit by his appointment in an increased efficiency and more economical performance.

The repairs to the public buildings have been made from time to time as required; extensive pointing having been done at the Colonial

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building, a concrete retaining wall partly put up at the Poor-house, and a wash-house built at the Lunatic Asylum.

Designs, specifications and estimates were prepared for rebuilding the Queen's wharf, St. John's, and the bridge over Southern Gut, Conception Bay, and both works have been carried out; the former in a manner most creditable to the contractor, Mr. Thomas Burrige; the latter I have not seen since it was completed, but the Inspector reported favorably of the way in which Mr. Makinson carried out his work.

Besides the usual routine work of the department, a design was prepared for a Post Office suitable for a piece of land situate between Water and Duckworth Streets, and sites surveyed and reported on for a proposed Lighthouse on Bay Roberts Point, and a Beacon light for Hants Harbor. Surveys and reports also were made of the public wharves at Twillingate, Carbenear, Brigus and Placentia.

The Medical Superintendent of the Asylum for the insane complains of insufficient room, caused by increasing pressure for the admission of patients, and the institution is full to overflowing. A plan was prepared and submitted shewing the readiest way in which increased accommodation could be provided on the males' side, and at an estimated cost of \$1,280.

The old Hospital at Riverhead, used for fever patients, is getting into a very dilapidated condition, and something will have to be done at an early date to provide accommodation suitable for the treatment of patients of that class.

In the Journal of the House of Assembly for 1880, there is published some correspondence from the Colonial Office and the Board of Trade, relative to an assumed inefficiency in Cape Spear Fog Alarm, and upon which I reported as fully as possible on the 25th November,

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1879. As misapprehension seems to exist on this subject, and I have heard a great many crude opinions expressed by persons indifferently acquainted with the facts, I have attached a copy of part of that report, (enclosure No. 5), which, I believe, will give a thorough explanation.

In conclusion, I beg to thank the Government for having taken into favorable consideration the request in my last year's report for an addition to my salary.

I have the honor to be, Sir,

Your obedient servant,

J. T. NEVILL,

Superintendent Public Buildings and Inspector Light Houses

To J. O. FRASER, Esq., M.H.A.,
Chairman of the Board of Works.

MISCELLANEOUS.**[ENCLOSURE No. 1.]****LIGHT HOUSES.**

(To accompany Report of 1st January, 1881.)

LONG POINT, TWILLINGATE.

This station when inspected was in good condition, doing credit to the keepers, and thoroughly maintaining its established high character.

CANN ISLAND.

The foregoing remarks apply to this station also.

WADHAM'S ISLAND.

This station was also in thoroughly good and efficient order. The late assistant keeper, Henry Waterman, came to an untimely end in the spring by falling through the ice, thus removing from the service an officer who had always conducted himself worthily.

CABOT ISLAND.

The light on this island was put in operation on March 1st last, and reports received from time to time from the neighborhood and masters

MISCELLANEOUS.

of vessels are satisfactory as regards the character of the light. The keepers seem to be men from whom zealous and efficient service may be expected.

PUFFIN ISLAND.

An improvement may be effected in this light by the addition of another section to the lense, whereby the intensity of the light in certain directions will be largely increased. At the time of inspection the walls required pointing, and having a mason in Greenspond who had been at Cabot Island, he was set to work to make the necessary repairs to the walls, and also to the slating of the roof. When they were completed the station would be in an effective state.

CAPE BONAVISTA.

Nine new lamps are required, and it is desirable they should be suitable for the consumption of kerosene oil. The outside gallery requires planking, and the whole station must be painted during the ensuing season.

GREEN ISLAND.

The work recommended in my last year's report of putting an iron drum and gallery in place of the decayed free stone ones, was carried out very efficiently by Mr. Oke, and improves the appearance of the building considerably.

FORT POINT, TRINITY.

Improvements have been made by Mr. Oke in the burner, by which the range and character of the light is reported to have been considerably increased. The extreme neatness and cleanliness of the station is thoroughly maintained.

MISCELLANEOUS.

BACCALIEU ISLAND.

The iron beams to the floor of the light room, mentioned in my last report as necessary, have been put in, and a new free stone floor laid in the light room. The brickwork of the tower should be recoated with silicate paint, to prevent the ingress of damp.

Smoke conductors, such as have been applied to the lamps of some of the other revolving lights, should be supplied to this station.

CARBONEAR ISLAND.

This station has to be painted, and the stone foundation walls pointed.

HARBOR GRACE ISLAND.

A remark made in former reports may again be repeated, viz: "That the rock of the island continues to founder, the useful area getting smaller year by year, and, consequently, the position of the lighthouse less and less safe." In July last I made an examination of the Middle (Woody) Island, with a view to the possible removal of the station to that locality. The place itself is suitable for the erection of a lighthouse, with the exception that there is no water on the island. The probable immediate erection of a lighthouse on Bay Roberts Point makes the removal of Harbor Grace Island light to a partially obscured place a matter of less moment than it otherwise would have been. When that is built it will be impossible in clear weather for a vessel to be out of sight of one or other of the three *bay* lights.

The difficulties with regard to moving this station, difficulties of locality, and local opinion, would probably be solved in the most complete manner that is practicable by placing it on the Middle Island.

MISCELLANEOUS.

CAPE ST. FRANCIS.

The fear expressed in my last report that water would "have to be conveyed to the tanks during the whole winter by manual and horse labor" proved correct, and considerable expense had to be incurred in keeping the boilers sufficiently supplied, and in repairs to the water pipes. The cause was failure of the water supply, the brook drying completely, and to prevent like damage to the pipes recurring, the engineer has been instructed to turn off the water, excepting at times when the tanks may have to be filled.

CAPE SPEAR.

During the past year the lighthouse department lost a very old and generally esteemed servant, James Cantwell, who for thirty-five years discharged the duties of keeper of this station in such a way as to maintain the high character of the light he had in charge.

The source from whence water for the alarm was obtained having dried, the boiler had to be supplied by cartage from the river. Steps were taken to secure a permanently increased supply by sinking the collecting drains deeper, extending them and covering them in to prevent loss by evaporation. The effect, of course, cannot be told until after another dry season, but it is hoped there will be permanent improvement.

On the morning of Thursday, 30th September, some of the tubes of the alarm boiler became leaky, and stopping them being beyond local appliances, an engineer was sent from St. John's, and the machine was in working order by 8.30 p.m. Later in the season, and as soon as they could be imported, a new set of tubes was put in the boiler.

It is desirable that a second boiler should be placed at this station, and to receive it an extension of the house will be necessary. The amounts required have been put in the estimate.

MISCELLANEOUS.

CAPE PINE.

An alteration of the lamps and reflectors has been made, whereby the entrance to Trepassey (hitherto dark) has been illuminated, and some parts landward darkened which formerly were light.

AUTOMATIC BUOY, POWLES' HEAD.

The Courtenay automatic buoy, reported on as being suitable for this place, was purchased and placed in position in June last and was of the greatest service, as reported by owners of craft, and specially by Captain Jackman and the officers of the coastal steamer *Curlaw*, until it unfortunately got adrift in September. The buoy having been towed into Trepassey by the salvors, and being uninjured, it was remoored as quickly as possible.*

POINT VERDE, PLACENTIA.

When this station was inspected in September it was found that the concrete foundation walls were so badly done by the contractors as to require repair, the cement face having peeled off, revealing the rotteness within. Immediate steps were at once taken to effect repairs, and the worst parts were thoroughly restored before the winter set in. The work will have to be completed during the ensuing season.

CAPE ST. MARY'S.

During the past year a much needed addition has been made to the assistant keeper's dwelling.

The beams of the light room floor are rotten, and the free stone cornice and drum of the lantern are so much decayed as to require a renewal amounting to reconstruction. As being the most durable

*NOTE.—Since the date of this report the buoy has again got adrift, and unfortunately this time it is destroyed. It is a very great loss to the whole western coasting trade of the Island.

MISCELLANEOUS.

material, cast iron is recommended for the new beams, outside gallery and drum of the lantern. The necessary amount for the work is included in the estimate.

GARNISH.

The lamp and lense alluded to in my last report as being unsatisfactory to the people of the place, were destroyed by an explosion of the lamp, and at the same time the building took fire. Fortunately, it was discovered sufficiently early to permit of the flames being extinguished before much mischief was done. As far as can be ascertained this accident was the result of spontaneous combustion, the fire occurring during day time on a hot summer's day. A new lamp and reflector were supplied as quickly as possible.

ROSE BLANCHE.

A kitchen has been added to the keeper's dwelling, as recommended in my last report.

Mr. Oke, when at this station, made alterations in the burner, which by report have resulted in an improvement of the lights.

Respectfully submitted,

J. T. NEVILL,
Inspector of Lighthouses.

MISCELLANEOUS.

[ENCLOSURE No. 2.]

PUBLIC BUILDINGS.

(To accompany Report of 1st January, 1881.)

COURT HOUSE, ST. JOHN'S.

The outside walls should be pointed, and the roofs require and will continue to require repairs.

PENITENTIARY.

It having been arranged that the clothes should be washed in the institution, it will be necessary to erect a suitable building for the purpose. If the materials are furnished the labor can be performed by the prisoners.

Late in the season the Governor reported the existence of bad smells during the prevalence of northerly winds, and that the quality of the well water was injuriously affected at the same time. On examination the evil complained of was found to arise from the sewer gases being blown back through the drains into the building. An attempt was made to find the main drain outside of the building, to permit of the construction of an effective trap, but severe frost setting in the work necessarily was stopped. It should have the earliest possible attention in the spring. An effective sealing of the drain will probably have a beneficial effect on the water supply, as it will prevent the gases being forced into the well and filling it above the surface of the water.

MISCELLANEOUS.

LUNATIC ASYLUM.

The liabilities already incurred for a steam pump, engineer's tools and fittings, and the fittings necessary for completing the drying closets, have to be provided for. The new wash-house is not yet in use, but the fittings can be put into it upon the arrival of some coils that have been a long time ordered.

The skylights will have to be made into dormers, and iron shoots provided to the eaves.

POOR ASYLUM.

The concrete retaining wall by the road side will have to be completed, and a wash-house should be built.

HOSPITAL, QUIDIVIDI.

No special repairs are required.

ST. JOHN'S CUSTOM HOUSE.

The floors of part of the basement should be removed, the surface covered with cement concrete, and new joints and floors laid, proper previous provision being made for ventillation.

COLONIAL BUILDING.

The rain water shoots to conduct the water from the vallies of the roof arrived too late in the season to permit of their being put up last year, but it should be done as early as possible in the spring. Some pointing has to be completed, and the roofs require repairs.

Respectfully submitted,

J. T. NEVILL,
Inspector of Public Buildings.

MISCELLANEOUS.

[ENCLOSURE No. 3.]

NEWFOUNDLAND LIGHTS.

ESTIMATE COST OF MAINTENANCE FOR THE YEAR 1881.

Longpoint, Twillingate.....	\$1,400 00
Cann Island Seldomcomeby.....	800 00
Offer Wadham Island	1,500 00
Cabot (Stinking) Island.....	1,800 00
Puffin Island, Greenspond	900 00
Cape Bonavista.....	1,800 00
Greenisland, Catalina.....	1,600 00
Fortpoint, Trinity.....	200 00
Baccalieu Island.....	1,600 00
Carbonear Island	800 00
Harbor Grace Island	1,500 00
Harbor Grace Beacon	450 00
Cape St. Francis Light and Alarm.....	3,000 00
Fort Amherst	1,400 00
St. John's Leading Lights.....	300 00
Cape Spear Light and Alarm	2,900 00
Ferryland Head	1,700 00
Cape Pine.....	1,800 00
Cape St. Mary's.....	2,700 00
Point Verde, Placentia.....	1,100 00
Doddinghead	1,600 00
Lamaline	300 00
Forwarded.....	\$31,150 00

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Brought forward.....	\$31,150 00
Brunette Island.....	1,500 00
Garnish	200 00
Belloram.....	300 00
Rocky point, Harbor Breton.....	200 00
Pass Island	1,000 00
Boar Island, Burgeo.....	600 00
Rose Blanche	1,100 00
Channel Head.....	700 00
Contingencies.....	500 00
Mechanician's Salary \$700, Board expenses \$100.....	800 00
	<u>\$38,050 00</u>

J. T. NEVILL,
Inspector Light Houses.

MISCELLANEOUS.

[ENCLOSURE No. 4.]

REPAIRS OF PUBLIC BUILDINGS, 1881.

ESTIMATE.

St. John's Court House	\$1,200 00
St. John's Penitentiary	450 00
Outport Court Houses and Gaols.....	1,200 00
Lunatic Asylum.....	1,400 00
Poor Asylum.....	800 00
St. John's Hospital, Quiddividi.....	250 00
Custom House, St. John's.....	440 00
Colonial Building.....	800 00
Block House, Signal Hill.....	100 00
Factory	100 00
Imperial Buildings.....	800 00
	<u>\$7,540 00</u>

J. T. NEVILL,

Superintendent Public Buildings.

MISCELLANEOUS.

[ENCLOSURE No. 5.]

[COPY.]

NEWFOUNDLAND, 25th November, 1879.

The Hon. the COLONIAL SECRETARY,

SIR,—

In accordance with your instructions, I have carefully examined the correspondence respecting the alleged insufficiency of the Fog Whistle at Cape Spear.

Before entering into the question of the demerits of the instrument, it will be well to consider the circumstances causing the selection of the compressed air trumpet (Booth's patent) now in use, what was expected from it, and its actual performance.

A fog signal on Cape Spear, to enable vessels to make the harbor of St. John's, was a long felt want ; but their usually expensive character had, for a considerable time, prevented the establishment of one there. In 1877, one recently put up at Cape Ray by the Government of the Dominion of Canada, in place of the Dominion pattern whistle previously in use at that station, attracted my attention.

The first cost of the machine and its running expenses were so small, I at once reported thereto to you, stating "that I hoped (rather than expected) that they would prove effective," and that I could not "help thinking that the power developed was inadequate for prominent stations, but that supposing them to fail in attaining a first rank among Phonic Signals," that there were many situations where they could be placed with advantage, as at least three could be erected for the cost of one whistle

MISCELLANEOUS.

of the Dominion pattern, the running expenses also being very small. Shortly afterwards Mr. Woodward (then owner of the patent) visited St. John's, and pressed the merits of his machine upon the Government, and a contract was entered into for the erection and trial of one on Cape Spear.

The circumstances which caused the selection of the Booth trumpet or horn, were, therefore, the acknowledged necessity of an alarm on Cape Spear, to assist vessels in making the harbor of St. John's; the small prime cost of the machine in question, the simple building required to contain it, its economic working, the inexpensive character of the water supply necessary, and the impossibility, at the time, of entertaining the question of the much larger first cost and annual expense of a first-class fog alarm.

Everybody was pleased to see steps taken for placing an alarm of some kind on Cape Spear, an alarm intended for the use of vessels trying to make St. John's harbor in foggy weather, and primarily for the Newfoundland trade, a great value of which lies to the northward. In actual performance the alarm has been extremely useful. It is heard but little to the southward of Cape Spear, it is true, but its sound in the bay is all that can be desired.

The keeper of the light house, a man long stationed there, says, that before the establishment of the alarm, when the fog lifted, the bay would often be crowded with vessels, a state of things never happening now. It may then be concluded that its performance is equal to what was expected, that it answers a very useful purpose, and that it is inefficient only as regards vessels approaching Cape Spear from the southward.

The immediate conclusion of those desirous of hearing the alarm when approaching from that direction, is that it is now in a bad position, as is expressed by Commander Maxwell and Lieutenant Baird. The

 MISCELLANEOUS.

latter says it would be better if placed to E.S.E., or *seaward* side of the light house.

From the contour of Cape Spear itself, combined with the fact that the winds prevailing during fog range from S. E. to S. W., and always with a point of south in them, it appears to me, to say the least, doubtful if any change of position would induce the sound to travel southward.

The idea has been commonly expressed that the cliffs under the light house might be used as sound reflectors to effect its distribution to the south. I believe the only effect would be to have it lifted up over the land.

* * * * *

Of course this is but an opinion, and I am too well aware of the extraordinary fluctuations, almost vagaries, to which sound is subject, to think of speaking at all positively. Still, my opinion that the removal of the alarm to the position indicated, would not effect the object sought, and would probably do away with its present usefulness, is a decided one.

As this question of a phonic signal that could be heard to the southward is important, it has had much consideration by me, and the conclusion arrived at is, that it must be placed in a more southerly position than the Cape to secure the certainty of its operation in that direction; and that a Courtenay Automatic Signal Buoy moored off Motion Head would secure the desired object.

* * * * *

The cost of a buoy and its moorings would be comparatively small, while its running expense would consist of its annual removal and an occasional coat of paint. It would not require any attendance, while the other proposal would render another man necessary, and much increase

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the consumption of fuel. There is an alternative proposition that the fog gun now in use at Fort Amherst should be transferred to Cape Spear. The serious danger likely to arise from moving a long established signal, one so well known as this gun, to a new station, is a very strong objection to this plan.

Though a gun is a good signal *per se*, its want of continuity renders its sound frequently difficult to catch, and oft repeated shots make this description of signal very expensive.

* * * * *

Not being a navigator, it is with much diffidence that I suggest that vessels coming from the eastward are often detained by fog to the south of Cape Spear, by making too southern a landfall, that a more northern one would be sure to bring them within range of either Cape Spear or Cape St. Francis alarms, and that by making such a landfall the probabilities of being clear of fog would be largely increased. There is markedly less fog to the northward of St. John's than there is near Cape Spear.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) J. T. NEVILL,
Inspector of Light Houses.

MISCELLANEOUS.

**REPORT OF DR. STABB, PHYSICIAN AND SUPERINTENDENT
LUNATIC ASYLUM, 1880.**

**LUNATIC ASYLUM, ST. JOHN'S,
31st December, 1880.**

SIR,—

I have the honor to report that two hundred and nine insane persons have been under treatment during the past year in this Institution, and that the average number resident was one hundred and fifty-seven and a quarter.

Twenty-six males and twenty-nine females were admitted, thirty-three dismissed, and seventeen died.

On the 1st January there were eighty-four males and seventy females resident, and on the 31st December there were four males and one female in addition, thus increasing our permanent numbers from one hundred and fifty-four to one hundred and fifty-nine, which is the average annual increase, and which, as I have observed in former reports, will inevitably continue up to a certain maximum, in reference to our population, proven by the statistics of other countries. At the same time it is gratifying to know, that at the present moment, after an existence of the asylum for more than thirty years, by which the question can be tested, the ratio of insane persons in Newfoundland to the whole population is not *half* the amount in any other country.

Several times during the past year the asylum became quite full of patients, yet others were presented for admission, and applications made

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for still more from the outports, the pressure becoming so great that I entreated the Board of Works to provide additional accommodations for the reception of patients; but although my application was favorably received, the necessity for a legislative grant for the purpose, I believe, delayed the proposed enlargement of the asylum for the time being.

It has been very painful for me to be thus compelled, from sheer want of room, to throw obstacles, as it were, in the way of admission into the asylum, enforced, nevertheless, as I have shewn, by circumstances beyond my control. The comfort and even safety of the patients themselves being involved in this matter, to say nothing of the responsibility of the Medical Superintendent, in the absence of the requisite conditions for treatment, and even of safe keeping, are the results of overcrowding.

It is, therefore, my duty to repeat in this report my opinion, that enlargement of the Asylum is absolutely necessary at the present moment for the reception of patients beyond our means of accommodation at present, and who will surely seek admission in 1881.

I would observe in this place, that the proportion of dismissals to admissions, thirty-three to fifty-five for 1880, is as favorable as usual, and will bear comparison with that of any other asylum.

A large and commodious wash-house has been built in this year, which will prove of great benefit, there being now an average of nearly two hundred persons whose clothing, with much bedding, is washed weekly.

This building, however, encroaches somewhat upon the mens' airing

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ground, the eastern fence of which requires renewal, as well as a large coal bunker in the same situation.

We have now completed the thirty-third year of the treatment of insanity on the non-restraint system, or the disuse of all the mechanical restraints formerly in vogue all over the world, but now confined to continental Europe and America, with the exception of Newfoundland; nor has anything occurred during so many years to weaken faith in this humane system, which, originating partially with Pinel in France, has never advanced there much beyond his tentative efforts; whereas, in Great Britain and Ireland it has been carried out far beyond them, mainly through the example of Dr. Conolly of Hanwell Asylum. On this subject I may mention that the Chaplain of a Canadian asylum lately visited this institution, and expressed his surprise at the complete freedom of the patients from all mechanical restraint, which he saw for the first time in any asylum.

Religious services have been held during the year as usual, and the institution is not only thus indebted for unremunerated services from various clergymen, but especially for those afforded weekly to the members of the Church of England, and for the bedside ministrations which have been so frequently required and so promptly and kindly attended to by the Roman Catholic clergy.

I beg to offer thanks, in behalf of the patients, for illustrated and other newspapers and serials, to Mrs. T. R. Smith, the Misses Harvey, Mr. Edward Smith, Mr. McConnan, and the Editor of the *Times*. It would be a very welcome addition to these kind offerings if any one could contribute framed pictures or prints for the wards, such as perhaps are regarded as of little value in happier homes.

Lastly, I humbly bear witness to the merciful Providence which has

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protected the institution and its numerous inmates, as heretefore, from all untoward or dangerous accidents during the year, especially in view of the dreadful fires, even to the destruction of whole asylums and much loss of life, which have occurred elsewhere.

Appended are the annual tabular statements.

			Respectfully submitted by
			HENRY H. STABB, M.D.,
			<i>Superintendent.</i>
			J. O. FRASER, Esq., M.C.P.,
			<i>Chairman Board of Works.</i>

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NUMBER OF PATIENTS POR 1880.

	Male.	Female.	Totals.
Remaining January 1st.....	84	70	154
Admitted during the year.....	26	29	55
Dismissed.....	13	20	33
Died.....	9	8	17
Under treatment.....	110	99	209
Average resident.....			157½
Remaining December 31st.....	88	71	159

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DISEASES OF 55 PATIENTS ADMITTED IN 1880.

	Male.	Female.
Mania.....	23	19
Mania with Epilepsy.....	1	
Dementia.....	2	5
Dementia with Epilepsy.....		1
Puerperal Mania.....		2
Dypsomania.....		1
Hysterical Mania.....		1
	26	29

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CAUSES OF DEATH IN 17 CASES.

	Male.	Female.
Paralysis.....	2	
Exhaustion.....	4	3
Brain disease.....	2	
Apoplexy.....	1	
Pthisis.....		4
Old age.....		1
	9	8

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ARTICLES MADE UP AND REPAIRED IN 1880.

MADE UP.	No.	QUANTITY.	No. REPAIRED.
Homespun Jackets.....	13	50 yds.	312
Homespun Vests.....	24	21 "	624
Homespun Trousers.....	24	70 "	624
Canvas Trousers.....	40	138 "	676
Canvas Jackets	18	63 "	312
Homespun Caps	37	18 "	
Sacking bottoms, canvas.....	14	32 "	
Women's dresses.....	55	440 "	936
Serge petticoats.....	24	72 "	416
Calico chemises	57	171 "	624
Flannel chemises.....	6	18 "	156
Calico nightgowns	15	37½ "	208
Calico pillowslips.....	25	50 "	156
Sheeting sheets	44	110 "	156
Sheeting chemises	4	12 "	52
Muslin caps.....	8	4 "	156
Sun bonnets.....	16	52 "	52

MISCELLANEOUS.

ARTICLES MADE UP AND REPAIRED IN 1880.

MADE UP.	No.	QUANTITY.	No. REPAIRED.
Print aprons.....	14	14 yds.	156
Roller towels.....	15	68 "	26
Towels.....	12	12 "	
Table cloths.....	4	10 "	8
Bedsacks.....	15	190 "	428
Blanketing drawers.....	84	168 "	1,040
Mens' shirts.....	91	318 "	1,300
Flannel shirts.....	12	42 "	50
Stockings.....			2,560
Matrasses.....			30
Pillows.....			208
Matrass covers.....	12	36 "	16
Sheeting drawers.....	2	4 "	780

MISCELLANEOUS.

**REPORT OF THE PHYSICIANS OF ST. JOHN'S HOSPITAL,
FOR THE YEAR 1880.****St. JOHN'S HOSPITAL,****January 1881.****SIR,—**

There have been admitted into the Hospital during the past year one hundred and ninety-four males, and seventy-eight females, which, added to thirty-seven patients who were inmates of the institution on January 1st, 1880, makes a total under treatment during the year of three hundred and nine, (the number in 1879 having been three hundred and thirteen).

Of these, two hundred and fifty-two were discharged, cured or relieved, twenty-eight died, and twenty-nine were left in Hospital on December 31st.

At Riverhead there have been thirteen cases of fever, and two cases of diphtheria admitted during the year, in addition to five patients who were left from the previous year.

The Hospital at Riverhead is fast becoming quite unfit for occupation, and its condition will very soon force the consideration of some other means of providing for fever patients, as any large outlay of money on the present building would be certainly unjustifiable.

In addition to the dilapidated condition of the building, it is becoming every year more difficult to obtain the necessary assistance for nursing in the Fever Hospital, as from the evident objections to keeping

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up a staff of servants there, we are obliged to depend on casual aid, which is both expensive and difficult to procure for such a purpose.

The question of provision for fever patients will probably have to be considered in connection with the need of a wing for contagious diseases as part of the General Hospital, the want of which has been represented from year to year, and the necessity for which becomes more evident and urgent as the institution becomes more appreciated and availed of.

A great addition to convenience has been effected during the year by the erection of a shed for the horses and carriages of the medical attendants, and a commencement has been made in the way of planting the grounds, though the character of the soil is such as to make the results somewhat doubtful.

With our best thanks to the Board for their uniform courtesy and attention to our wants,

We remain, Sir,

Your obedient servants,

CHARLES CROWDY,

HENRY SHEA,

Surgeons to St. John's Hospital.

THE CHAIRMAN BOARD OF WORKS.

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REPORT OF THE SUPERINTENDENT OF THE POOR ASYLUM
OF ST. JOHN'S, FOR THE YEAR ENDING 31st DECEM-
BER, 1880.

To the Chairman of the Board of Works.

SIR,—

I beg to submit, for the information of the Government, my report on the Poor Asylum of St. John's, for the year ending the 31st December, 1880.

There are at present in this institution eighty-seven inmates, of whom forty-six are males and the remaining forty-one are females.

During the past autumn considerable improvements and repairs have been effected within the building. A large and comfortable sewing room has been fitted up, containing shelves and folding doors, and is heated by a large stove and suitable funnelling. A large sewer has been constructed from the house to the river, which is a work of essential utility, it is one hundred and fifty feet long, nine inches square, and built of one and a half inch plank. Five long ladders have been placed on the building, which will have the effect of considerably lessening the chances of any serious accidents from fire.

The coal bin has been renewed, and new hatches, hinges, weights and chains added thereto.

The laundry-room has undergone a thorough repair, and the fire place has been renewed. The kitchen and servants' dining-room have been painted, and other smaller matters attended to.

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Outside the building the basement walls have been repaired, and some decaying woodwork restored; the old water shoots on the front of the building have been replaced by new ones and of larger size. A new concrete wall has been begun, to flank the west side of the building, which must prove to be a very desirable work. This wall, which is now considerably advanced, will prevent the gradually falling earth from eating out the public road that runs on the western side of the Poor Asylum.

Having offered these few observations, I respectfully submit my report for 1880.

EDWARD MORRIS,
Superintendent.

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RÉCAPITULATION.

Number of inmates in Poor Asylum at present.....	87
Number of Males	46
Number of Females	41
Number died during the year 1880.....	14
Number discharged during the year 1880	30
Number admitted during the year 1880.....	31

EDWARD MORRIS,
Superintendent.

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 REPORT OF THE POSTMASTER GENERAL, FOR YEAR 1880.

GENERAL POST OFFICE,

St. John's, 5th March, 1881.

SIR,—

I have the honor to submit, for information of his Excellency the Governor and Executive Council, my twenty-first annual report of the Post Office department, for the year ended 31st day of December, 1880, with accompanying returns, Nos. 1 to 10, containing particulars of that branch of the public service.

POST OFFICE.

The very great increase in correspondence necessitates enlarged accommodation to enable the employees to discharge their duties with efficiency, and give that accommodation to the public so much required.

I would beg leave to suggest that the office of the head of the department, together with that of Superintendent of Money Orders, be removed to the east side of the hall, in what were formerly the Telegraph Company's offices. That a delivery window for letters be made where the money order business is now transacted, and that thirty additional self delivery boxes be placed where the public delivery window near the boxes is at present. This would be only a partial relief until the new office is erected and ready for work, but the room gained, though small, would be a great boon both to the employees and the public.

LETTERS.

During the past ten years the number of letters passing through this office annually has increased from 226,247 to 713,551 in 1880, or in

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round numbers nearly half a million, the past year showing an increase over that of 1879, of 49,838 letters. Of registered letters 1,622 were received and distributed in 1870, while 6,667 passed through this office in 1880, or 616 over the number in 1879.

NEWSPAPERS

With circulars, books, pamphlets and parcels, have in the same time so increased in number and bulk that, with the present insufficient room, it is impossible to arrange them in a proper manner for prompt delivery. The large quantity of cheap American and Canadian newspapers, &c., now received per mail, cannot, with the present very limited space, be in readiness for distribution for some hours after the letter delivery has commenced. At least five-sixths of this description of mail matter is received from other countries, this Colony deriving no benefit from its passing through its Post and Way Offices, while at the same time it is at a large expense for its transmission, more particularly by overland routes.

POSTAGE STAMPS.

The sale for past year has amounted to the sum of \$14,910.67, against \$13,714.84 in 1879, being \$1,195.83 over amount sold in the latter year.

LABRADOR.

During the past season the mail service on that coast has been carried out by the steamer *Heracles*, from Battle Harbor to Cape Har- rigan on the north, and by the northern coastal steamer in the Straits of Belle Isle from Salmon River to Battle Harbor, both boats performing the work in a very satisfactory manner. On the northern route the mails were in charge of Mr. James Campbell, an employe in, and acting under instructions from this department. By attention to those instructions, and with the knowledge he had acquired of postal business in this office,

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he was able to forward the mails so well arranged that the public received their correspondence in less than half the usual time, after arrival of the steamer, as in former years. It is necessary, to give prompt and correct delivery of letters and other mail matter, for the important mercantile interests in the Straits of Belle Isle, that an efficient officer be placed on board the steamer employed on that part of the coast, whose attention will be altogether given to the receipt and distribution of all correspondence on that route.

During the past season 14,730 letters were despatched to, and 17,176 received from the Labrador coast, and it is pleasing to record, that not a single complaint has reached this office for that time.

DIRECT STEAM.

This service has been well and regularly performed by the ships of the Allan line, the steamers in some instances arriving from the United Kingdom much earlier than expected. Some inconvenience has arisen to parties who had not prepared their correspondence, but this department has extended the time of closing in such cases to the latest hour the contractors required the mails to be delivered them.

LOCAL STEAM.

With the exception of one trip, when an accident to the boat on the Western route necessitated her proceeding to Sydney for necessary repairs, both coastal steamers performed their work in a satisfactory manner. Notwithstanding the notice given before the despatch of mails, of from two to four days each trip, large numbers of letters are brought to the steamer at the moment of starting, and after the mails are on board, for conveyance to the different outports, more particularly on the northern coast. As many as two hundred to three hundred have often been taken on from St. John's at a time, and a considerable number every trip. The Post Office cannot properly be chargeable for any loss or neglect in

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the delivery of such letters, not having any responsible officer on board to take charge of loose correspondence.

SAILING PACKETS.

One boat is employed on mail service between Bonavista and Greenspond, calling at Salvage, one between Trinity and New Perlican, three in Placentia Bay, two in Fortune Bay, and one between Harbor Breton and Burnt Islands, in the district of Burgeo and Lapoile. Of course they are at times irregular, owing to stormy weather, head winds and calms, but the work is done as well (considering those drawbacks) as it is possible to expect. They are a great convenience to the small settlements not visited by steamers, carrying mails, freight and passengers to the several localities which, without their services, would be much inconvenienced.

OVERLAND ROUTES.

Arrangements have been made as usual for the conveyance of mails during the winter months on the northern route as far as Tilt Cove, and on the north-west coast from Channel to Bonne Boy. One mail has been received from the north-west coast, but on the northern route there has been nothing received beyond Exploits. Mails from the mining district will always be late in arriving at St. John's, until a way is opened from head of Gander Bay to Norris's Arm on the Exploits River, doing away with the present circuitous route *via* Twillingate.

I have the honor to remain, Sir,

Your obedient servant,

JOHN DELANEY,

Postmaster General.

The Honorable EDWARD D. SHEA,

Colonial Secretary.

MISCELLANEOUS.

**REPORT OF THE GENERAL WATER COMPANY, FOR THE
YEAR 1880.**

OFFICE OF THE GENERAL WATER COMPANY,
February 1881.

SIR,—

I have the honor of transmitting herewith the annual statement of the affairs of the General Water Company for the past year, also detailed statement of expenditure on account of St. John's Volunteer Fire Brigade. The receipts of the Company for the past year, being the first under operation of the triennial appraisement, have been on an increased scale, which might have been anticipated from the number of new buildings of a superior class lately erected, and now contributing for the first time to the revenue of this department.

The large import of coal has also had a favorable effect on the finances of the Company, whilst there has likewise been a diminished expenditure on the years' operations of over \$3,000 as compared with 1879, mainly arising from a smaller out layon account of the Fire Brigade, and a lessened import of pipes and other material, causes which cannot, however, be considered as of general application.

The Directors desire to bring under the notice of the Government the urgent necessity in the near future of relaying the main pipe in Water Street, which has now been in use for over thirty years, having been part of the property of the old Water Company. The size of this pipe was originally five and a half inches diameter, much too small for the present requirements of the town, but recent examinations show that its actual diameter does not exceed four inches, to such an extent has it

 MISCELLANEOUS.

corroded during the many years of its existence, and its whole condition points to an early provision for a new service for the entire length of Water Street.

The low price of metal suggest a favorable opportunity for securing the necessary quantity of pipes for this important undertaking, and for fuller information, the Directors respectfully refer to accompanying copy of a letter on the subject from the Company's Engineer. During the past year some eighty new service pipes have been laid down in connection with new buildings, which, along with general repairs and other incidentals, have fully occupied the time of the Company's servants.

I have the honor to be, Sir,
Your obedient servant,

ROBERT THORBURN,
President General Water Company.

The Hon. E. D. SHEA,
Colonial Secretary.

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[COPY.]

St. JOHN'S, 1st March, 1881.

The Hon. R. THORBURN,
President General Water Company.

MY DEAR SIR,—

I beg leave to bring under your notice the state of the present main water pipe in Water Street.

First.—The size of that pipe when first laid down was five and a half inches in diameter, a size far too small to give a sufficient supply of water in case of fire arising in that street.

Second.—This pipe was put down some thirty-three years ago, and has filled up with rust inside, which leaves it not quite four inches in diameter, and when a fire does take place in that street the firemen have to go to Duckworth Street with the hose to get a sufficient supply of water to use at the fire, and it is not every place that can be done ; also, the pipe is very much rusted away on the outside, to such an extent that we find it in some parts only one-eighth of an inch thickness of metal ; in fact, it is only the rust which is on both sides that keeps them from bursting, and I fear they would not stand process of lifting and cleaning.

Third.—The time is not far distant when a new pipe must be laid down, and as we have a great lot of patching of late with the old pipe, the sooner some steps are taken the better. I would beg leave to call

MISCELLANEOUS.

your notice to the cheap state of metal at the present time, and a most favorable time to get pipes which should not be lost sight of, as pipes are only one-half the price they were when we got the large lot of them. I also measured the length and find it one thousand six hundred yards, and the total cost of the pipes landed here one thousand five hundred pounds.

Your obedient servant,

(Signed) J. MARTIN,

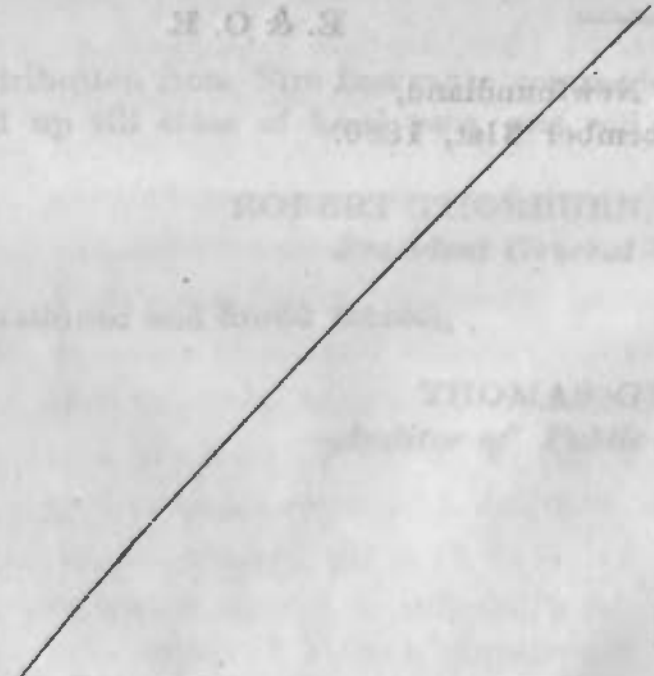
Engineer General Water Company.

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<i>Dr.</i>	<i>General Water Company's</i>
To balance due Commercial Bank, per statement 1879	£102 18 6
To paid expenditure of Volunteer Fire Brigade, per statement herewith.....	683 0 3
“ Amount of labor bills for the year...	736 9 6
“ Edward Flynn, twelve months wages, watering vessels and cartage.....	140 0 0
“ Salaries, including that of the Engineer and all other officers.....	965 0 0
“ Messrs. Hally and LeMessurier, appraisers, balance of appraisal account of 1879.....	150 0 0
“ Contingent expenses, including office rent, printing blank forms, advertising, stationery, coals, fees to officers of the Legislature and sundry small accounts	209 19 10
“ Interest on capital stock, £91,500 cy., at five per cent, £4,575 ; interest on £3,600 (1869 loan), £212 17 6.....	£4,787 17 6
Less unclaimed interest on hand.....	46 12 6
	<hr style="width: 100%;"/> 4,741 5 0
“ Hon. Receiver General twelve months interest on sewerage debentures.....	865 7 11
“ Newfoundland Savings' Bank, twelve months interest on new works loan, £9,300, at 4½ per cent.....	418 10 0
“ Dredge Boat company, this amount by orders received from the Executive...	137 10 0
“ Board of Works this amount on account of sanitary service.....	1,250 0 0
	<hr style="width: 100%;"/> £10,400 1 0
Forwarded.....	

*MISCELLANEOUS.**Statement, for the year 1880.**Or.*

By amount received from the Custom House, being duty on coals and water rates on shipping, for the year.....	£4,921 16 3
“ Amount received for labor hose hire, and watering vessels for the year.....	174 19 9
“ Water rates and assessments collected during the year.....	5,808 13 0
“ Sewerage rates collected for the year.....	£1,140 12 8
“ Government grant in aid of this account..	200 0 0
	1,340 12 8
“ Amount collected on account of vacant lands' assessment, this sum.....	12 9 4
	
Forwarded	£12,258 11 0

MISCELLANEOUS.

Dr. *General Water Company's*

	£10,400 1 0
To paid for lead and iron pipes, screws, smith-work, lumber, brass stop cocks, castings, hardware, freight from England and other accounts.....	705 1 5
" Commercial Bank balance of interest on current accounts for the year, this sum.....	25 15 9
To balance due by Commercial Bank.....	1,127 12 10
	£12,258 11 0

E. & O. E.

St. John's, Newfoundland,
December 31st, 1880.

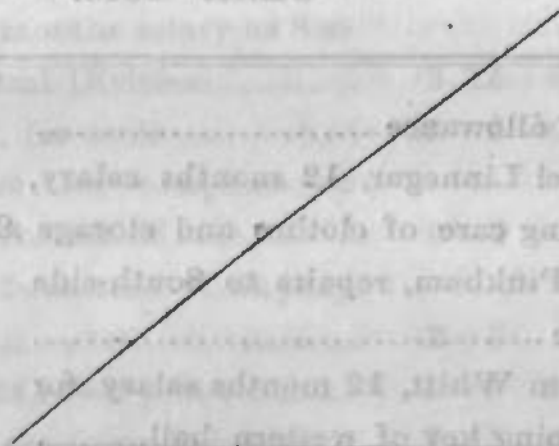
<i>Interest on deposits, £21,500 at 5 per cent, £1,075</i>	<i>1,075 0 0</i>
<i>£23,500 - 1,400 = £22,100 at 6 per cent, £1,326</i>	<i>1,326 0 0</i>
<i>Loss on delayed interest on bank</i>	<i>40 12 0</i>
<i>How. Res. live (Gen. & Div. 1880)</i>	<i>1,741 0 0</i>
<i>Interest on savings bank</i>	<i>500 0 0</i>
<i>Northwestern Savings Bank, 1880</i>	<i>1,300 0 0</i>
<i>Yonge Bond company, this amount by order received from the Executive</i>	<i>157 10 0</i>
<i>Board of Works this amount on account of sanitary purposes</i>	<i>1,000 0 0</i>
<i>£12,258 11 0</i>	<i>12,258 11 0</i>

MISCELLANEOUS.

Statement, for the year 1880.

Cr.

Brought forward	£12,258 11 0
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	£12,258 11 0
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N.B.—£147 16 5, contribution from Fire Insurance companies for this year, not received up till close of fiscal year, and will appear in next statement.

ROBERT THORBURN,
President General Water Co.

Examined and found correct,

THOMAS GLEN,
Auditor of Public Accounts.

 MISCELLANEOUS.

 VOLUNTEER FIRE BRIGADE STATEMENT, FOR THE
 YEAR 1880.

To paid yearly allowance	£150	0	0
“ Michael Linnegar, 12 months salary, taking care of clothes and storage	£15	0	0
“ J. H. Pinkham, repairs to South-side hose	1	9	6
“ William Whitt, 12 months salary for keeping key of western hall.....	4	0	0
“ Watchmen at T. Bearns' fire.....	0	18	0
“ Dr. H. Shea, medical attendance on Winsor and Horwood, firemen, in- jured at fire.....	3	0	0
“ Michael Dunn, for notifying Brigade	1	0	0
“ Michael Dunn, cleaning hose.....	1	9	9
“ Daniel Reardon, 6 months salary, taking care of hose.....	15	0	0
“ E. Skinner, 12 months salary as Sec- retary of Eastern Division	7	10	0
“ N. Halligan, 12 months salary as Sec- retary of Western Division	7	10	0
“ Patrick Reardon, 3 months salary as Secretary of Central Division.....	1	17	6
Forwarded.....	£58	14	9
	£150	0	0

 MISCELLANEOUS.

Volunteer Fire Brigade Statement, for the year 1880.

To amount brought forward.....	£58 14 9	£150 0 0
To paid Charles Ryan, 6 months salary as Secretary of Central Division.....	3 15 0	
“ Hon. James Fox, for coals	12 0 0	
“ Frederick Winsor, for compensation for injuries sustained at fire	6 0 0	
“ North British Insurance Company. (1879)	2 5 0	
“ E. Skinner, for 243 feet pine.....	1 7 2	
“ M. Murphy, for notifying Brigade.....	1 5 0	
“ M. Murphy, for labor at West Hall...	0 13 0	
“ George Gear, for door latch.....	0 2 3	
“ Thomas Nurse, for 4 months rent of Engine House.....	1 13 4	
“ John Vasey and others, for cartage... ..	0 7 0	
“ W. Grieve & Co., amount of account	1 4 11	
“ Wm. Parker, for wire netting.....	1 4 5	
“ F. Boggan, 1 dozen leather buckets... ..	2 5 0	
“ Joseph Horwood, cleaning hose.....	2 6 6	
“ James Blundon, repairs to clothes.....	1 3 0	
“ One large box for bell tower.....	1 10 0	
“ Five watchmen on regatta day.....	1 5 0	
“ N. Halligan, for notifying Brigade.....	0 5 0	
Forwarded.....	£99 6 4	£150 0 0

MISCELLANEOUS.

Volunteer Fire Brigade Statement, for the year 1880.

To amount brought forward.....	£99	6	4	£150	0	0
To paid John Garrett, cleaning hose.....	0	12	3			
“ Mrs. Garrett, 6 months, for keeping key of East Division.....	2	0	0			
“ George White, repairs to hose.....	2	2	0			
“ Winsor & Skinner, for repairs to East- ern Hall (Drill Shed)	8	10	9			
“ William Woodford, storage of hose... ..	3	0	0			
“ Robert Graham, for leather sheaths... ..	1	4	0			
“ One chair for bell tower.....	0	7	6			
“ Cartage of hose, &c.....	0	2	5			
“ Frederick Winsor, sundries.....	3	17	9			
“ W. Whitt, cleaning Western Hall	0	5	0			
“ Joseph Horwood, compensation for in- juries sustained at fire.....	2	9	0			
“ James Gleeson, for amount of his ac- count for neats' foot oil, paints and five axes.....	24	0	5			
				£147	17	5
“ J. & W. Boyd, for lumber	17	1	9			
“ Francis Gushue, for funnelling, &c....	9	5	0			
“ William Walsh, for 2 empty casks....	0	5	0			
“ J. W. McCoubrey, printing and stationery account.....	0	10	0			
				27	1	9
Forwarded.....				£324	19	2

MISCELLANEOUS.

Volunteer Fire Brigade Statement, for the year 1880.

To amount brought forward	£324 19 2
To paid Messrs. Thorburn, Brothers, of London, for amount of invoice of hose and clamps	80 13 1
“ Little & Kent, for 12 months ground rent of new hall at Riverhead.....	12 10 0
“ Watchmen, from January 24th, 1880, to January 24th, 1881, 52 weeks, at 49s. per week	127 8 0
“ This sum in advance on account of yearly grant (1881).....	37 10 0
“ Francis Boggan, 12 months salary as General Superintendent of Fire Brigade.....	100 0 0
	£683 0 3

E. & O. E.

St. John's, Newfoundland,
December 31st, 1880.

FRANCIS BOGGAN,
Superintendent Fire Brigade.

MISCELLANEOUS.

**ANNUAL REPORT OF THE HARBOR GRACE WATER
COMPANY, 1880.**

The directors of the Harbor Grace Water Company beg leave to transmit herewith, for the information of the Government, a statement of their affairs for the past financial year, shewing a balance in the hands of the treasurer of £178 5s. 2d., after the payment of interest and all liabilities for that period.

They have much pleasure in stating that the works of the Company generally continue in full and satisfactory operation. But it has been made quite clear to the whole community that the pipes were not sufficiently large to furnish an adequate supply of water, and to meet the growing requirements in that respect, the Directors, at the annual meeting of last year, decided on laying down larger pipes, so as to insure a full supply in the future. In order thereto it was necessary to extend the capital stock of the Company to £12,000, as provided for by the Act of Incorporation. The sanction of the Governor in Council was obtained for the increase of the stock to the extent of £2,700, of which £2,400 was offered for public competition, which realized £2,628 10s. Pipes have been imported of fifteen inches inside diameter, (the former pipes are but eight inches), and the work is in progress, but it has been retarded, and the cost much increased by the unusual rainfall in the early part of the season.

I have the honor to be,
Your most obedient servant,

ROBERT S. MUNN,
Acting President H. G. Water Company.

Harbor Grace, July 1880.

 MISCELLANEOUS.

 with the Harbor Grace Water Company.

Cr.


1879.

Aug. 9.—	By paid	Wm. Carson, new belfry for Fire Brigade.....	£3	0	0
“	“	George Barnes, iron work for new belfry, account Fire Brigade.	1	9	9
Sept. 20.—	“	for hatchets, account Fire Brigade	1	19	0
“	“	Chisholm for Journal	0	18	0
Nov. 7.—	“	John Lynch, account of rent	3	0	0
“	“	James Higgins, repairing buckets for Fire Brigade...	1	11	0
12.—	“	H. H. Foster, fittings, &c.	7	4	0
“	“	William Walsh, repairing buckets for Fire Brigade...	2	16	3
Dec. 9.—	“	Warren & Whitman, for new hose carriage for Fire for Brigade	10	0	0
“	“	William Tapp, two steel hammers	0	10	0
18.—	“	Patterson & Foster, sun- dries	1	6	6
31.—	“	half amount of annual vote Fire Brigade	12	10	0
“	“	Joseph Godden.....	0	5	1
“	“	Jillard, Brothers.....	0	9	9
“	“	John Munn & Co	2	10	6
Forwarded.....			£49	9	10

MISCELLANEOUS.

Dr. *John Patterson, Esq., Treasurer, in account*

1880.

<p>Brought forward.....</p>	<p>£1,086 4 10</p>
	
<p>Forwarded.....</p>	<p>£1,086 4 10</p>

MISCELLANEOUS.

with the Harbor Grace Water Company.

Cr.

	Brought forward.....	£49	9	10	
1879.					
Dec. 31.—	By paid C. W. Ross & Co.....	0	1	0	
"	" John F. Munn, printing notices	1	0	0	
"	" Labor, carting, &c., from 7th July to-date	40	12	6	
					£91 3 4
"	" John Lynch, for 6 months salary				50 0 0
"	" C. Watts, for 6 months salary.....				50 0 0
"	" Newfoundland Savings' Bank, interest on money loaned on sewerage account, \$6,800				85 0 0
"	" Interest on stock for the past 6 months				227 10 0
					£503 13 4
1880.					
April 2.—	" George Barnes, salary; account Fire Brigade.....	13	0	0	
3.—	" Estate late Rachael Green, balance of interest.....	4	1	10	
17.—	" George Barnes, kerosene oil.....	0	4	6	
May 4.—	" John Lynch, account rent	3	0	0	
June 24.—	" Literary Institute, use of room for meetings.....	2	0	0	
30.—	" Half annual vote for Fire Brigade.....	12	10	0	
	Forwarded.....	£34	16	4	£503 13 4

MISCELLANEOUS.

Dr. *John Patterson, Esq., Treasurer, in account*

1880.	Brought forward.....	£1,086 4 10
	<i>(Faint, illegible entries)</i>	
		<u>£1,086 4 10</u>

TOTAL INCOME FOR THE FINANCIAL YEAR.

Assessments on houses, &c.....	£839 16 5
Fittings, labor, &c.....	37 7 4
Watering vessels (afloat) for use.....	37 14 1
Putting water into vessels on the slip.....	16 8 0

£931 4 10

Amount paid to sustain the fire brigade the past year £58 16 0

1880.
July 5.—To balance due, brought down to next account..... £178 5 2

Examined and found correct,

DENNIS SHEA, }
THOS. STRAPP, } *Auditors.*

*MISCELLANEOUS.**with the Harbor Grace Water Company.**Cr.*

Brought forward.....	£34 16 4	£503 13 4
1880.		
June 30.—By paid C. Watts, 6 months salary	50 0 0	
“ “ John Lynch, 6 months salary	50 0 0	
“ “ Labor, carting, &c., for past 6 months.....		134 16 4
“ “ Sundries for interest on stock for the past 6 months		42 0 0
		227 10 0
		£907 19 8
Balance.....		178 5 2
		£1,086 4 10

E. & O. E.

For the Harbor Grace Water Company.

C. WATTS, *Secretary.*

Harbor Grace, 5th July, 1880.

 MISCELLANEOUS.

 REPORT OF MR. INSPECTOR CARTY, FOR THE YEAR 1880.

CONSTABULARY] OFFICE,

St. John's, 1st January, 1881.

SIR,—

I have the honor to forward the annual constabulary returns for the year ending the 31st December, 1880.

The return of crime compares favorably in a less degree than in previous years.

It will be seen from the large number of prosecutions how effectually the License Act of 1875, and the Municipal Act, have been carried out by the constabulary.

For breaches of License Act the total number of prosecutions amounted to eighty-eight, against sixty-seven for the year 1879; and for breaches of the municipal regulations in St. John's, the prosecutions exceeded those of previous years, that of last being an increase of sixty-three on 1879.

With regard to the Public Health Act of 1880, as amended, I have to state that during the past year several persons were summoned before the Magistrates for violation of the Act, and in three cases only were there convictions. In some cases the meat which had been seized by the constabulary, and which appeared to them unfit for human food, had to be returned to the owners, as the police could not prove that the meat was unfit for consumption. This Act, which in my opinion is of vast

MISCELLANEOUS.

importance to the community, should be strictly enforced. I would therefore strongly urge the advisability of appointing some practical man of experience who would act in conjunction with the police, and who should, from his experience, be competent to satisfy the Magistrates as to the unsoundness of meat, &c., seized. I have reason to believe that in many cases the carcasses of animals which perished through disease are not unfrequently dressed and sent to the auction marts for sale, and in such cases the police are not competent to give an opinion, hence the necessity of having this assistance of a competent man to aid them.

The number of prisoners confined in the Police Station, St. John's, was far below the average, viz., seven hundred and ninety-eight compared with eight hundred and seventy-eight for the year 1879, the lowest number for the past ten years. The number of prisoners committed to the Penitentiary by the Magistrates were also less than for the last ten years, with the exception of 1875, when a like number was committed.

The new Court House and Barrack at Burgeo has been finished, and the constable, who was at lodgings, has taken up his quarters in the building. The St. Mary's Court House has been put in a thorough state of repair, and an addition has been added to the northern end of the building, thus giving accommodation to the constable who is now residing there.

On the 1st January last year the force consisted of ninety-six non-commissioned officers and men. During the year four outstations were established, viz., Burgeo, Harbor Main, Lamaline, and St. Mary's, and a constable has been sent to each of these places. The present strength consists of one hundred non-commissioned officers and men. During the year only two constables were discharged for breaches of discipline, and five constables resigned, compared with four men dismissed and fifteen resigned for year 1879, thus clearly shewing that the men are more

MISCELLANEOUS.

anxious to settle down and remain in the service than heretofore. I can now safely say that the Newfoundland Constabulary can compare favorably with any force of equal number for zeal, efficiency and sobriety.

I have the honor to be, Sir,

Your most obedient servant,

P. CARTY,

Inspector and General Superintendent

Newfoundland Constabulary.

Sir W. V. WHITEWAY,

H. M. Attorney General,

&c., &c., &c.

MISCELLANEOUS.

No. 1.

Return shewing the number of men appointed, resigned, dismissed, disrated and promoted, and the number of Stations established and discontinued, during the year 1880.

Strength of Force on 1st January, 1880.	No. of men appointed.	No. of men dismissed.	No. of men promoted.	No. of men disrated.	No. of men resigned.	Deaths.	Present strength.	STATIONS ESTABLISHED AND DISCONTINUED.		No. of men pensioned.	Remarks.
								Established.	Discontinued.		
96	11	2	nil.	nil.	5	nil.	100	St. Mary's... Burgeo..... Hr. Main... Lamaline...	nil.	nil.	

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

 MISCELLANEOUS.

No. 2.

Return shewing the number of Prisoners confined in the Police Station

NATURE OF OFFENCE.	January.	February.	March.	April.
Assault or injury to person.....	3	4	9	8
Arson.....	...	...	...	...
Burglary, larceny, &c.....	5	9	3	6
Bastardy.....	5	1	...	...
Barratry.....	...	...	...	...
Bigamy.....	...	...	...	...
Drunk.....	20	13	30	37
Drunk and disorderly.....	24	9	5	12
Desertion or absence from service.....	2	1	1	9
Forgery or obtaining money under false pretences.....	...	...	1	...
Furious or careless driving.....	3	1	...	2
Homicide.....	...	...	...	...
Injury to property, cutting down trees, &c.....	7	5	4	1
Manslaughter.....	...	...	...	...
Concealment of child birth.....	...	...	1	...
Prostitution.....	...	...	...	...
Receiving stolen property.....	...	...	...	...
Refusing to support family.....	...	...	...	1
Obstructing and assaulting the police.....	8	3	1	4
Threatening language.....	3	...	1	1
Wrecks, stealing from.....	...	...	...	...
Vagrancy.....	...	...	...	...
Total.....	...	...	...	...

CONSTABULARY OFFICE,

St. John's, 1st January, 1881.

MISCELLANEOUS.

at St. John's, for various classes of offences, during the year 1880.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
15	1	6	14	8	2	6	3	79
...
11	2	1	6	15	7	8	17	90
2	1	...	...	1	...	1	1	12
...	...	...	...	...	...	4	...	4
...
25	18	9	14	19	22	20	15	242
17	12	13	9	19	19	21	14	174
11	4	11	8	3	6	1	2	59
2	2	...	...	...	1	1	...	7
...	1	3	2	...	...	...	...	12
...	...	...	...	...	...	1	...	1
4	3	...	2	...	1	3	6	36
...	...	...	...	...	...	1	...	1
...	...	...	...	...	...	1	...	2
...	...	1	4	2	...	...	...	7
...	...	...	...	...	...	...	1	1
...	...	1	...	...	2	...	...	4
4	2	...	3	5	2	...	6	38
...	...	1	...	...	...	...	2	8
...	...	1	...	...	...	...	...	1
2	2	1	2	4	1	4	4	20
								798

*MISCELLANEOUS.**No. 3.**Return shewing the number of prosecutions by the Constabulary of St.*

Obstructing the sidewalks.	Driving horses on sidewalks.	Cruelty to animals.	Furious and careless driving.	Dangerous chimneys.
49	9	29	18	2

CONSTABULARY OFFICE,

St. John's, 1st January, 1881.

MISCELLANEOUS.

John's, for breaches of the Municipal Regulations, during year 1880.

Dangerous buildings.	Game Law, breaches of.	Inflammable Oils Act, breaches of.	Diseased Meat Act, breaches of.	Other offences.	TOTAL.
1	5	5	3	7	128

MISCELLANEOUS.

No. 4.

Return shewing the number of Prisoners confined in the Police Station

NATURE OF OFFENCE.	January.	February.	March.	April.
Assault or injury to person.....	...	...	...	2
Assaulting the police.....	...	1	...	...
Bastardy.....	1	3	...	...
Bigamy.....	...	...	...	...
Concealment of child birth.....	...	...	...	...
Drunk.....	1	4	2	7
Disorderly.....	...	...	...	1
Drunk and disorderly.....	...	1	...	8
Desertion from ship or service.....	...	...	2	...
Desertion from H. M. Navy.....	...	...	...	...
Forgery or obtaining money by false pretences....	...	3	...	...
Failing to appear on summons.....	...	1	...	...
Larceny.....	...	...	...	...
Injury to property, cutting down trees, &c.....	...	...	...	...
Prostitution.....	...	...	...	...
Refusing to perform duty on board ship.....	...	...	...	...
Safe keeping.....	3	...	...	...
Vagrancy.....	1	...	...	...
Total.....	.....	.....	.....	.....

CONSTABULARY OFFICE,

St. John's, 1st January, 1881.

MISCELLANEOUS.

at Harbor Grace, for various classes of offences, during the year 1880.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
...	1	...	...	1	...	...	2	6
...	...	...	...	...	...	...	...	1
4	...	...	...	...	...	...	...	8
...	...	...	...	...	1	...	...	1
4	8	3	1	1	1	10	5	47
...	2	...	2	...	1	...	...	6
4	9	3	12	...	2	3	1	43
1	...	2	1	...	1	...	...	7
...	...	...	...	1	...	...	...	1
...	...	...	...	...	...	...	...	3
...	2	...	1	...	...	...	...	4
...	2	...	3	...	...	...	...	5
...
...	...	...	1	...	...	...	...	1
...	...	...	...	...	...	1	...	4
...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	138

COAST GUARD OFFICE
St. John's, 1st January, 1881.

 MISCELLANEOUS.

No. 5.

Return shewing the number of prosecutions, or persons arrested by the year

NATURE OF OFFENCE.	January.	February.	March.	April.
Assault or injury to person.....	9	...	...	2
Arson.....	...	...	...	...
Burglary.....	...	...	...	...
Bastardy.....	1	1	1	1
Concealment of child birth.....	...	...	...	...
Drunk.....	...	...	...	1
Disorderly.....	1	...	...	7
Desertion from ship or service.....	...	1	...	...
Deserting or neglecting to support family.....	...	...	...	...
Furious or careless driving.....	...	...	...	...
Forgery or obtaining money under false pretences.....	...	...	...	...
Larceny.....	1	...	...	...
License Act, 1875, breaches of.....	...	...	...	...
Prostitution.....	...	...	...	...
Threatening language.....	...	...	2	2
Vagrancy.....	...	...	...	...
Injury to property, cutting down trees, &c.....	...	...	...	2
Total.....	...	...	...	...

CONSTABULARY OFFICE,

St. John's, 1st January, 1881.

MISCELLANEOUS.

Constabulary at Carbonear, for various classes of offences, during the 1880.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
1	5	1	2	2	4	4	7	37
...
...	...	1	2	...	...	1	1	9
...
1	3	3	5	1	...	12	7	33
2	2	2	...	...	...	...	...	14
...	2	...	1	1	...	...	...	5
...
...
...	...	1	...	...	...	...	1	3
...	...	...	...	2	...	...	...	2
...
1	...	...	...	1	...	...	...	6
...
1	...	4	...	...	...	1	...	8
...
...	...	...	...	...	...	...	...	117

MISCELLANEOUS.

No. 6.

*Return shewing the number of prosecutions, or persons arrested by the
Carbonear, and West Coast), where trained*

NATURE OF OFFENCE.	January.	February.	March.	April.
Assault or injury to person.....	2	1	1	3
Arson.....	...	...	...	...
Burglary.....	...	1	...	...
Bigamy.....	...	...	...	...
Bastardy.....	2	1	...	1
Concealment of child birth.....	...	...	...	...
Drunk.....	4	1	1	2
Disorderly.....	3	2	2	4
Desertion from ship or service.....	...	...	...	1
Deserting or neglecting to support family.....	...	...	...	...
Forgery or obtaining money by false pretences.....	...	...	...	...
Furious or careless driving.....	...	...	...	...
Larceny.....	3	1	6	3
Prostitution.....	...	...	...	...
Injury to property, cutting down trees, &c.....	1	...	...	...
Rape.....	...	...	...	...
Threatening language.....	...	...	...	...
Obstructing police in discharge of their duty.....	...	...	...	...
Other offences.....	...	...	2	3
Vagrancy.....	...	...	...	...
Total.....	...	...	...	...

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

MISCELLANEOUS.

Constabulary at all outports in the Colony (exclusive of Harbor Grace, men are stationed, during the year 1880.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
2	2	5	3	4	7	3	4	37
...	...	...	...	...	...	...	2	2
...	...	...	1	...	...	...	...	2
2	1	2	...	2	...	7	1	19
...	...	...	...	...	2	...	...	2
7	5	3	2	3	4	3	1	36
7	3	1	5	2	3	1	8	41
3	3	1	...	...	...	...	...	8
...	1	3	...	...	...	...	...	4
2	1	1	...	...	...	...	...	4
...
2	3	2	2	2	9	2	1	39
...	1	...	...	...	...	...	...	1
1	4	1	19	1	...	...	2	29
...	...	...	...	1	...	...	...	1
1	1	1	...	...	1	...	...	4
...	1	1	6	...	...	...	...	8
...	6	...	5	...	...	...	...	16
...
...
...	...	...	...	...	...	...	...	253

 MISCELLANEOUS.

No. 7.

Return shewing the number of prosecutions by the Constabulary for breaches of the License Act of 1875, at the undermentioned places, during the year 1880.

Town or Settlement.	No.	Remarks.
St. John's.....	52	In 1876—71 prosecutions.
Harbor Grace.....	5	1877—71 “
Carbonear	2	1878—62 “
Twillingate.....	11	1879—67 “
Little Bay.....	5	1880—88 “
Bay Bulls.....	4	
Placentia	1	
Catalina	1	
Old Perlican.....	2	
Hearts Content.....	1	
Burin.....	1	
St. Mary's.....	3	
Total	88	

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

MISCELLANEOUS.

No. 8.

Comparative Statement of the number of Prisoners confined in the Lock-up of St. John's, for the past five years.

Year.	No. of Prisoners.
1876.....	378
1877.....	998
1878.....	988
1879.....	874
1880.....	798

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

 MISCELLANEOUS.

No. 9.

*Comparative Statement of the number of Prisoners confined in the
Lock-up of Harbor Grace, for the past five years.*

Year.	No. of Prisoners.
1876.....	198
1877.....	227
1878.....	153
1879.....	142
1880.....	138

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

CONSTABULARY OFFICE,
St. John's, 1st January, 1881.

MISCELLANEOUS.

No. 10.

Return shewing the number of Dogs destroyed by the members of the Constabulary, during the year 1880.

Town or Settlement.	No. of Dogs.	Remarks.
St. John's.....	42	No return received of number of dogs killed by the Constabulary from West Coast and some few other stations.
Bay Bulls.....	10	
Bay Roberts.....	25	
Brigus	34	
Carbonear	175	
Channel	3	
Catalina	7	
Burin	1	
Fortune.....	15	
Harbor Grace.....	38	
Holyrood	5	
Hearts Content.....	42	
Lamaline	2	
Port-de-Grave	8	
Placentia	8	
Old Perlican.....	34	
St. Mary's.....	5	
Renews	19	
Twillingate	19	
Trinity	40	
Total.....	532	

CONSTABULARY OFFICE,

St. John's, 1st January, 1881.

MISCELLANEOUS.

DETAILED STATEMENT OF MATS MADE AND WORK PER-
FORMED BY MALE PRISONERS IN THE PENITENTIARY,
DURING THE YEAR ENDED 20TH DECEMBER, 1880.

Jany.	15—2 mats for Government House, 47 lbs. at 1s. per lb.....	£2 7 0
	16—2 mats for Government House, 34 lbs. at 1s. per lb.....	1 14 0
Feb.	5—7 mats for Colonial Building, 115 lbs. at 1s. per lb.....	5 15 0
	7—3 mats for Government House, 136 lbs. at 1s. per lb.....	6 16 0
	18—1 mat for Colonial Building, 11 lbs. at 1s. per lb.....	0 11 0
	21—7 mats for Government House, 125 lbs. at 1s. per lb.....	6 5 0
	22—1 mat for Colonial Building, 6 lbs. at 1s. per lb.....	0 6 0
	27—1 mat for Colonial Building, 30 lbs. at 1s. per lb.....	1 10 0
March	10—Repairing prison mats, 2 lbs. at 1s. per lb.,....	0 2 0
April	1—4 pairs rope shoes for prisoners, 7 lbs. at 1s. per lb.....	0 7 0
	8—7 pairs rope shoes for prisoners, 11 lbs. at 1s. per lb.....	0 11 0
	24—Repairing prison mats, 5 lbs. at 1s. per lb.,....	0 5 0
May	7—4 mats for Poor Asylum, 54 lbs. at 1s. per lb...	2 14 0
	25—14 mats for Mr. Elias Watson, 150 lbs. at 1s. per lb.....	7 10 0

MISCELLANEOUS.

Detailed Statement of mats made and work performed by Male prisoners in the Penitentiary, during the year ended 20th December, 1880.

June	3—3 mats for General Light Houses, 47 lbs. at 1s.			
	per lb.....	£2	7	0
	10—10 mats for General Light Houses, 157 lbs. at			
	1s. per lb.....	7	17	0
	11—1 mat for Mr. Wm. Boyd, 24 lbs. at 1s. per lb.	1	4	0
	18—20 mats for Poor Asylum, 116 lbs. at 1s. per lb.	5	16	0
	“—10 mats for General Light Houses, 160 lbs. at			
	1s. per lb.....	8	0	0
	“—4 suits prison clothes to Captain Howarth,			
	£1 2s. 6d. each.....	4	10	0
August	2—1 mat for General Light House, 26 lbs. at 1s.			
	per lb.....	1	6	0
	“—21 mats for Poor Asylum, 220 lbs. at 1s. per lb.	11	0	0
	11—3 mats for Hon. Mr. Donnelly's office, 25 lbs.			
	at 1s. per lb.....	1	5	0
Sept.	23—Five mens' labor from 30th August to 20th			
	September, painting, graining and frescoing			
	Court House.....	50	0	0
	“—By garden produce, 34 barrels potatoes, 6s.			
	per barrel.....	10	4	0
	“—By garden produce, 28 barrels turnips, 5s. per			
	barrel.....	7	0	0
	“—Making three ladders.....	1	10	0
	“—Making thirteen wheelbarrows.....	9	15	0
	“—Putting up new fences, inside and outside, and			
	other incidental carpenter work.....	15	0	0
	“—Cultivating ground, excavating and clearing			
	drains.....	8	15	0

 MISCELLANEOUS.

Detailed Statement of mats made and work performed by Male prisoners in the Penitentiary, during the year ended 20th December, 1880.

Oct.	19—1 close mat for Cape Race Light House, 47 lbs.			
	at 1s. per lb.....	£	2	7 0
	20—26 mats for Poor Asylum, 339 lbs. at 1s. per lb.		16	19 0
Nov.	14—3 mats for Mr. Nevill's office, 120 lbs. at 1s.			
	per lb		6	0 0
	15—1 mat for Hon. Mr. Shea's office, 13 lbs. at 1s.			
	per lb.....		0	13 0
Dec.	3—1 mat for Hon. Mr. Donnelly's office, 72 lbs.			
	at 1s. per lb.....		3	12 0
	13—3 mats for Poor Asylum, 109 lbs. at 1s. per lb.		5	9 0
	20—28 pairs rope shoes for prisoners, 42 lbs. at			
	1s. per lb.....		2	2 0
	" —Five mens' labor from 21st September to 13th			
	October, painting, graining and frescoing			
	Court House.....		50	0 0
	" —Two mens' labor being daily average at Gov-			
	ernment House, from 18th October to 20th			
	December, painting, frescoing, carpentering,			
	cleaning windows and other fatigue, 55			
	days, at 15s. per day		41	5 0
	" —Five men working daily at the Hospital, open-			
	ing drains, &c., for six days, at 3s. 9d. per			
	man		5	12 6
	" —Three men shoveling snow on public road, for			
	one day, at 3s. 9d. per man.....		0	11 3
	" —Rope on hand, 400 lbs., at 6½d. per lb		10	16 0
			£327	8 9

MISCELLANEOUS.

Detailed Statement of mats made and work performed by Male prisoners in the Penitentiary, during the year ended 30th December, 1880.

RECAPITULATION.

Amount of Male prisoners earnings	£327	8	9
Amount of Female prisoners earnings	19	4	10
	<hr/>		
	£346	13	7
	<hr/>		

PENITENTIARY,
December 20th, 1880.

JOHN B. McCOWAN,
Governor.

MISCELLANEOUS.

DETAILED STATEMENT OF WORK PERFORMED BY THE
FEMALE PRISONERS IN THE PENITENTIARY, DURING
THE YEAR ENDED 20TH DECEMBER, 1880.

March—2 pairs stockings, knitted, 1s per pair.....	£0 2 0
4 “ “ vamped, 6d. “	0 2 0
147 “ “ repaired, 2d. “	1 4 6
136 shirts, repaired, 2d. per pair.....	1 2 8
75 drawers, “ “	0 12 6
44 pants, “ “	0 7 4
33 jackets, “ “	0 5 3
10 blankets, “ “	0 1 8
3 bedticks, “ “	0 0 6
1 dress, “ “	0 0 2
1 petticoat, “ “	0 0 2
June—18 shirts (inside), made, at 1s.....	0 18 0
16 shirts (outside), “	0 16 0
13 pairs stockings, “	0 13 0
12 “ “ vamped, at 6d.....	0 6 0
151 “ “ repaired, at 2d.....	1 5 2
74 shirts, repaired, at 2d.	0 12 4
52 drawers, “ “	0 8 8
32 pants, “ “	0 5 0
23 jackets, “ “	0 3 10
4 rugs, “ “	0 0 8

MISCELLANEOUS.

Detailed Statement of work performed by the Female prisoners in the Penitentiary, during the year ended 20th December, 1880.

June.—	6 chemises repaired, at 2d.....	£0	1	0
	1 blanket, “ “	0	2	0
	1 nightgown, “ “	0	0	2
	1 petticoat, “ “	0	0	2
Sept.—	10 pants, made, at 2s.	1	0	0
	10 jackets, “ “	1	0	0
	4 shirts, “ at 1s.	0	4	0
	5 chemises “ “	0	5	0
	7 Towels, “ at 3d.	0	1	9
	2 pairs stockings, made, at 1s.....	0	2	0
	2 “ “ vamped, at 6d.....	0	1	0
	166 “ “ repaired, at 2d.	1	7	8
	119 shirts, repaired, at 2d.	0	19	10
	88 drawers, “ “	0	14	8
	31 pants, “ “	0	5	2
	9 blankets, “ “	0	1	6
	4 dresses, “ “	0	0	8
	3 petticoats, “ “	0	0	6
Dec.—	20 wincey shirts, made, at 1s.....	1	0	0
	16 serge shirts, “	0	16	0
	5 jackets, “ 2s.....	0	10	0
	2 pants, “ 2s.....	0	4	0
	16 drawers, “ 1s.....	0	16	0
	187 pairs stockings, repaired, at 2d.....	1	11	2

MISCELLANEOUS.

Detailed Statement of work performed by the Female prisoners in the Penitentiary, during the year ended 20th December, 1880.

Dec.—101 shirts,	repaired, at 2d.....	£0 16 10
89 drawers,	“ “	0 14 10
46 pants,	“ “	0 7 8
17 jackets,	“ “	0 2 10
7 blankets,	“ “	0 1 2
4 chemises,	“ “	0 0 8
4 rugs,	“ “	0 0 8
1 bedtick,	“ “	0 0 2
1 pillow,	“ “	0 0 2
		<u>£19 4 10</u>

PENITENTIARY,

December 20th, 1880.

JOHN B. McCOWAN,
Governor.

MISCELLANEOUS.

RETURN OF BANK FISHERY FOR THE YEAR 1880, SHEWING
OF VESSELS ON WHICH BOUNTY HAS BEEN

Names of Bankers.	Tonnage.	Men.
Nimrod	51	.....
Retriever	263	29
Templar	36	6
Henry West	60	13
Oleander	66	13
Scout	53	10
J. B. Woodill	62	12
Snow Bird	77	14
Scilla	50	12
Avalon	56	12
Greyhound	54	12
M. A. Bartlett	60	14
Osceola	75	14
Twin Brothers	45	12
Rio Grande	43	12
Mary	71	14
S. S. McKeown	73	14
Charle Napier	53	13
Bertha	32	10
Betsy	78	14
P. L. Whitten	71	16
Steamer Falcon	311	40
J. H. Roberts	75	14
John A. Smith	77	14
Mary	24	7
Pioneer	52	12
Nimbus	64	14
Mary	22	8
Jessie	71	12
Medeaenae	52	12
Forwarded	2,117	399

MISCELLANEOUS.

THE NUMBER OF QUINTALS OF FISH CAUGHT, TONNAGE PAID, THE AMOUNT, AND TO WHOM PAID.

Quintals of fish caught.	Bounty, \$6.00 per ton.	To whom paid.
250	\$229 50	John Munn & Co.
152	111 11	R. Alexander.
84	216 00	Albert Haly.
1,100	360 00	Duff & Balmer.
1,045	396 00	Duff & Balmer.
350	318 00	E. Duder.
724	372 00	James Fox.
720	462 00	J. Rorke.
800	300 00	J. Steer.
550	336 00	A. Goodridge & Sons.
900	324 00	A. Shea.
1,100	360 00	Job, Brothers & Co.
911	450 00	James Fox.
500	270 00	A. Goodridge & Sons.
750	258 00	A. Goodridge & Sons.
900	426 00	Job, Brothers & Co.
700	438 00	K. R. Prowse.
275	272 06	Newman & Co.
500	192 00	A. Shea.
1,000	468 00	S. March & Sons.
1,650	426 00	R. Thorburn.
2,400	500 00	Bowring, Brothers.
1,154	450 00	K. R. Prowse.
800	462 00	A. Goodridge & Sons.
300	144 00	M. Monroe.
600	312 00	J. Munn & Co.
1,700	384 00	R. Thorburn.
430	132 00	James Fox.
479	426 00	M. Monroe.
500	208 00	B. Snellgrove.
23,324	\$10,002 67	

MISCELLANEOUS.

quintals of Fish caught, tonnage of Vessels on which bounty has been and to whom paid.

Quintals of fish caught.	Bounty, \$6.00 per ton.	To whom paid.
23,324	\$10,002 67	
690	180 00	P. & L. Tessier.
1,350	396 00	P. & L. Tessier.
370	324 00	E. Legg.
25,734	\$10,902 67	

F. WINTON,

Financial Secretary.

7th March 1881.

Financial Secretary.

Interest added to deposit accounts for year	\$3,007 85
Dividends on shares	5,000 00
Cost of office, &c.	1,181 73
Harbor dues	400 00
Balance carried to general account	17,171 45

MISCELLANEOUS.

**COMPARATIVE STATEMENT SHEWING THE PROGRESS OF
THE BANK FISHERY, &c., FROM 1876 TO 1880.**

Years.	No. of Bankers.	Tonnage.	Men.	Quintals of fish caught.	Amount of bounty paid.
1876	4	226	...	1,702	\$1,356 00
1877	7	412	...	4,180	2,472 00
1878	10	570	...	7,181	3,420 00
1879	24	1,152	250	16,743	6,815 00
1880	} 32 Vessels } 1 Steamer	2,267	432	25,734	10,902 67

FINANCIAL SECRETARY'S OFFICE,
St. John's, Newfoundland,
7th March, 1881.

F. WINTON,
Financial Secretary.

MISCELLANEOUS.

REPORT OF THE CASHIER OF THE NEWFOUNDLAND
SAVINGS' BANK, FOR THE YEAR ENDING 31st DECEM-
BER, 1880.

Amount of deposits on 31st December, 1880.....	\$1,219,787 54
Ditto ditto 31st December, 1879.....	1,134,505 24
Increase of deposits for the year 1880.....	85,282 30

Amount deposited during the year	\$265,156 53
Amount withdrawn during the year	179,874 23

Amount received for interest on investments of all kinds	\$56,676 15
--	-------------

Which account was thus closed,—

Interest added to deposit accounts for year	\$33,967 48	
Disbursements, Salaries, &c	4,000 00	
Rent of offices, &c.....	1,137 22	
Harbor Grace Salary.....	400 00	
Balance carried to reserve account.	17,171 45	
	<hr/>	\$56,676 15

MISCELLANEOUS.

The reserve account as follows,—

	Gr.	
By balance from 1879	\$919 22	
Transferred from account of Commis- sioners for reduction of public debt	1,788 21	
Profit of this year.....	17,171 45	
		<u>\$19,878 88</u>

Dr:

To Sinking Fund, 42 Vic., cap. 20.....	\$19,000 00	
Premium on purchase of Harbor Grace Water Company stock.....	405 00	
Balance to 1881.....	473 88	
		<u>\$19,878 88</u>

MISCELLANEOUS.

The assets are as follows,—

Deposit in Union Bank, on call.....	\$414,586	31
Deposit in Commercial Bank, on call.....	91,910	33
Colonial debentures.....	596,649	01
General Water Company's stock	105,500	00
General Water Company's running account	37,200	00
Mortgages and fee-simple property.....	67,307	01
Discounts and loans.....	10,849	09
Harbor Grace Water Company's running account.....	6,800	00
Debentures of Harbor Grace Water Company.....	8,100	00
Board of Works, balance due	359	67
	<u>\$1,339,261</u>	<u>42</u>

CONTRA.

The deposits.....	\$1,219,787	54
Sinking fund.....	119,000	00
The Reserve account.....	473	88
	<u>\$1,339,261</u>	<u>42</u>

Respectfully submitted,

EDWARD MORRIS,
Cashier.

Certified by—

W. V. WHITEWAY, }
A. SHEA, } *Directors.*
P. G. TESSIER. }

MISCELLANEOUS.

CLASSIFICATION OF ACCOUNTS.

13 983,412	Deposits in Union Bank on call.....	
01,910 38	Deposits in Commercial Bank on call.....	
61 549 61	Deposits in Savings Bank.....	
500 00	Deposits in other banks.....	
1,376	Accounts under.....	\$200
702	“ from \$200 to.....	500
344	“ from 500 to.....	1,000
180	“ from 1,000 to.....	2,000
55	“ from 2,000 to.....	3,000
16	“ from 3,000 to.....	4,000
8	“ from 4,000 to.....	5,000
12	“ over.....	5,000
<u>2,693</u>	Accounts.	

The deposits in the above banks are as follows: \$1,219,787 14

Savings Bank, \$112,000 00

The Reserve account, \$13,621 41

Respectfully submitted,

EDWARD MORRIS,
Cashier.

W. V. HINCHAY,
A. PAUL,
T. D. YOUNG,
Inspectors.

Certified by—

MISCELLANEOUS.

GENERAL STATEMENT OF THE AFFAIRS OF THE UNION
BANK OF NEWFOUNDLAND, FOR THE YEAR ENDING
31st MAY, 1880.

LIABILITIES.

To proprietors capital.....	£76,000	0	0
Reserve fund.....	76,000	0	0
Profit and loss (undivided profit)	448	8	6
Bank notes in circulation.....	118,550	0	0
Due by the bank (including deposits at interest payable in January and July only, on receiving fifteen days notice).....	462,498	18	9
Dividend No. 50, of 8 per cent. for the half year ending 30th November, 1879.....	£6,080	0	0
Dividend No. 51, of 8 per cent. for the half year ending 31st May, 1880.....	6,080	0	0
Bonus No. 22, of £2 per share, for year ending 31st May, 1880.....	3,040	0	0
	£15,200	0	0
Less dividend to 30th Nov. last, paid	6,080	0	0
	£9,120	0	0
Former dividend unpaid.....	36	0	0
	<u>£742,653</u>	<u>7</u>	<u>3</u>

ASSETS.

By Specie in the vault of the Bank.....	£69,373	2	4
Notes of other Banks.....	2,047	0	0
Bills discounted, loans, &c., including Newfoundland Government Debentures.....	365,721	6	6
Balances due by Agents, and funds available in 15 days.....	298,320	15	6
Leasehold premises, Water Street	3,191	2	11
Bank premises, Iron Safes and Furniture	4,000	0	0
	<u>£742,653</u>	<u>7</u>	<u>3</u>

MISCELLANEOUS.

Average amount of Notes in circulation and Specie on hand on each month of the year, ending 31st May, 1880.

1879.	SPECIE.	CIRCULATION.
June.....	£75,484	£108,933
July.....	74,559	108,353
August.....	71,265	110,968
September.....	71,313	112,148
October.....	68,871	134,593
November.....	66,912	150,207
December.....	68,072	134,894
1880.		
January.....	76,474	126,335
February.....	74,215	117,406
March.....	75,048	112,387
April.....	74,041	119,866
May.....	71,245	120,040
Average for the year.....	72,291	121,344

We, the undersigned Directors of the Union Bank of Newfoundland, hereby certify to the best of our knowledge and belief, that the within is a true and correct statement of the affairs of the Bank.

ROBERT THORBURN,
ROBERT ALEXANDER,
W. B. GRIEVE.

MISCELLANEOUS.

NEWFOUNDLAND,
St. JOHN'S,
To wit.

JAMES GOLDIE, 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.

JAMES GOLDIE.
Manager.

Sworn before me at St. John's, this
16th day of February, A.D., 1881.

D. W. PROWSE, J.P.

MISCELLANEOUS.

DR.	THE COMMERCIAL BANK OF		
To proprietors for capital stock	£50,000	0	0
to Notes of this Bank in circulation.....	63,783	0	0
	£113,783		0 0
Due to sundries on current accounts, deposit re- ceipts, &c., &c.....	146,018	4	11
Unclaimed dividend.....	92	10	0
Dividend at 10 per cent.....	£5,000		
Of which one half was paid Dec., 1879... 2,500			
	2,500	0	0
Bonus, one per cent.	500	0	0
Reserve fund	25,000	0	0
Profit and loss (unappropriated).....	929	0	7
	£288,822		15 6

We, the undersigned Directors of the Union Bank of Newfoundland, do hereby certify to the best of our knowledge and belief that the within is a true and correct statement of the affairs of the Bank.

ROBERT ALEXANDER,
W. B. CRISP.

MISCELLANEOUS.

NEWFOUNDLAND, 30TH JUNE, 1880.

Cr.

By Specie in the vault in gold, silver, and copper coin...	£32,764	9	3
Notes of and cheques on other Banks.....	1,302	1	0
	<hr/>		
	£34,066	10	3
Debenture bonds, water stock, and other invest- ments, including the interest due thereon.....	72,263	8	11
Local bills discounted, bills of exchange on hand, amounts due from Bank and other paries, &c.	179,737	16	4
Bank premises, with iron safes, furniture and fix- tures; also, freehold land adjoining on which premises are being erected.....	2,755	0	0
	<hr/>		
	£288,822	15	6
	<hr/> <hr/>		

We certify to the fact of our knowledge and belief that the within account is a true and correct statement of the assets of the Commercial Bank of Newfoundland, as made up from the books of said Bank, to the 30th June, 1880.

B. RENDALL,
J. GODFREY,
JOHN WINTER

MISCELLANEOUS.

Average amount of Notes in circulation and Specie on hand in each month, for the year ending 30th June, 1880.

MONTHS.	NOTES.	SPECIE.
1879.		
July.....	£66,156	£39,296
August.....	67,294	38,187
September	68,830	37,432
October.....	80,525	31,497
November.....	90,489	29,220
December.....	83,822	30,323
1880.		
January.....	77,885	29,242
February.....	71,955	29,832
March.....	69,518	29,767
April.....	70,938	29,702
May.....	71,250	29,330
June.....	65,792	32,226
Average for the year.....	73,704	32,172

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, 1880.

S. RENDELL,
J. GOODFELLOW,
JOHN WINTER.

MISCELLANEOUS.

NEWFOUNDLAND, }
St. JOHN'S, }
To wit.

ROBERT BROWN, Manager of the Commercial Bank of Newfound-
dland, 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 before me,
this 9th day of July, 1880.

D. W. PROWSE,
Stipendiary Magistrate.

JOHN ARCHIBALD, }
A. W. HARTY, }
C. J. WOOD,
J. G. CONROY,
J. T. for Newfoundland.

MISCELLANEOUS.

ANNUAL REPORT OF THE NEWFOUNDLAND BOOT AND
SHOE MANUFACTURING COMPANY, FOR THE YEAR
ENDING DECEMBER 31st 1880, AS REQUIRED BY 36
VIC., CAP. 8, SEC. 22.

Amount of capital subscribed	\$40,000 00
Amount of capital paid in.....	40,000 00
Amount of debts due by company	8,851 06
Amount of debts due to company.....	<u>10,686 54</u>

JAMES BAIRD, *President.*

JAMES S. PITTS, *Secretary.*

C. R. AYRE, *Director.*

M. MONROE, *Director.*

ST. JOHN'S, NEWFOUNDLAND,
January 1881.

I hereby certify that the above statement is correct.

JAMES S. PITTS, *Secretary.*

MISCELLANEOUS.

STATEMENT OF AFFAIRS OF ARCHIBALD'S NEWFOUND-
LAND TOBACCO WORKS, 1880.

Amount of Subscribed Capital	\$40,000 00
Amount of Capital paid up	40,000 00
Amount of Liabilities— <i>nil</i>	<u> </u>

NEWFOUNDLAND.

CENTRAL DISTRICT, }
 St. JOHN'S, }
 To wit. }

GEORGE H. ARCHIBALD, of St. John's, manager, maketh oath and saith that the above is a just and true statement of business of Archibald's Newfoundland Tobacco Works (limited).

December 31st, 1880.

GEORGE H. ARCHIBALD,
Secretary.

JOHN ARCHIBALD, *President.*

A. W. HARVEY, }
 JOHN ARCHIBALD, } *Directors.*

Sworn before me at St. John's, this
 2nd day of February, A.D. 1881.

D. W. PROWSE,
Stipendiary Magistrate.

MISCELLANEOUS.STATEMENT OF THE AFFAIRS OF THE NOTRE DAME
MINING COMPANY, 1880.

St. JOHN'S, NEWFOUNDLAND,
20th January, 1881.

The Directors of the Notre Dame Mining Company submit the following general abstract of the Company's affairs made to 31st December, 1880.

DR.

To capital stock, £15,000, of which there is paid up.....	£13,500	0	0
Estimated amount of debts due by the company	12	5	0
	<u>£13,512</u>	<u>5</u>	<u>0</u>

CR.

By purchase money, Burton's Pond mine.....	£6,000	0	0
Deposit in Union Bank.....	33	6	4
Amount expended in the erection of buildings.....	850	0	0
Wages of officers, miners, &c., with incidentals	6,628	18	8
	<u>£13,512</u>	<u>5</u>	<u>0</u>

MISCELLANEOUS.

The third amount of Royalty due on 31st December last has not yet been paid, amounting to 3s. sterling per ton, on 1,500 tons ore, £225 sterling, or £270 currency. The property is still held under lease by Dr. Eales.

CHAS. BOWRING,
C. S. PINSENT,
WILLIAM KNIGHT,
THOMAS KNIGHT,
RICHARD HARVEY, } Directors.

I, RICHARD HARVEY, secretary and treasurer 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.

RICHARD HARVEY.

Sworn before me at St. John's, Nfld.,
this 21st day of January, 1881.

ROBT. R. W. LILLY,
J. P. for Newfoundland.

D. W. P. ...
Magistrate

MISCELLANEOUS.

STATEMENT OF AFFAIRS OF THE NEWFOUNDLAND SCREW
STEAM-TUG COMPANY, DECEMBER 31st, 1880.

Amount capital subscribed.....	\$50,400 00
Amount capital paid in.....	50,400 00
Liabilities—none	
Debts due to company—none.	

LEWIS TESSIER, *President.*
 T. R. SMITH,
 ROBT. THORBURN, } *Directors.*
 JOHN GREEN, *Secretary.*

Sworn before me at St. John's, this
18th day of February, A.D., 1881.

(Signed) J. G. CONROY,
J. P. for Newfoundland.

MISCELLANEOUS.

COMPANY, GENERAL ACCOUNT FOR 1880. Cr.

By Dockage of Vessels and receipts for the year	£1,008 18 10
Paid Commercial Bank, on account.....	263 16 4

	£1,272 15 2
--	-------------

To Commercial Bank, balance due

December 31st, 1880.....	272 16 5
--------------------------	----------

 Job, Brothers & Co., balance

due December 31st, 1880....	16 8 3
-----------------------------	--------

" " " " " "	Part of block XVI
" " " " " "	Part of block XVII
" " " " " "	Part of block XVIII
" " " " " "	Part of block XIX
" " " " " "	Part of block XX

£1,561 19 16

Errors excepted.

S. RENDELL,
President.

MISCELLANEOUS.

**STATEMENT SHEWING THE NUMBER OF APPLICATIONS
LAND AND LONDON TELEGRAPH COMPANY, FROM 11TH**

DATE.	WHERE SITUATE.
May 8, 1872...	Near Cairn or Steel Mountain, Flatbay brook, St. George's Bay.....
Oct. 26, 1872..	On the northside of St. George's Bay.....
July 21, 1873..	Between Placentia and Trinity Bays, south of Lamanche mining location.....
Oct. 29, 1873..	Westbay, Port-au-Port.....
Sept. 4, 1874...	Sops Island, Whitebay.....
Oct. 6, 1875...	Part of block XIV, Mr. Murray's map of Gander Lake...
	Part of block XVI, " " " "
	Part of block XVII, " " " "
	Part of block XXII, " " " "
	Part of block XXIV, " " " "
	Part of block XXV, " " " "

Taken from records in Surveyor General's Office.

If the right of withdrawal be legal the Telegraph Company have quantity which they are entitled under their Charter by sixteen and the one for Lamanche mine.

Surveyor General's Office,
March 9th, 1881.

MISCELLANEOUS.

FOR LAND ON BEHALF OF THE NEW YORK, NEWFOUND-
SEPTEMBER, 1857, TO 9TH MARCH, 1881.

QUANTITY IN EACH LOT.	NAME OF APPLICANT.	REMARKS.
6	A. M. Mackay, Esq.	
10	"	
5	"	This application includes the three square miles 2H, applied for by Prof. Shepherd.
14	"	
3	"	Previously applied for by Messrs. C. F. Bennett and Smith McKay.
3	"	
3	"	
3	"	
3	"	
3	"	
3	"	
3	"	
56		

still to select fourteen square miles; but if not, they have exceeded the one quarter square miles, but no grants so far have been issued except

W. J. S. DONNELLY,
Surveyor General.

MISCELLANEOUS.

**GRANT ISSUED TO THE ELECTRIC TELEGRAPH COMPANY
UNDER THEIR CHARTER FROM THE LEGISLATURE.**

GRANTEES:

New York, Newfoundland and London Telegraph Company.

LOCALITY :

Southward of Little Southern Harbor in Placentia Bay, known as
Lamanche mine.

AREA :

One thousand nine hundred and twenty acres.

DATE :

Sixth day of March, 1857.

W. J. S. DONNELLY,
Surveyor General.

Surveyor General's Office,
Newfoundland, 9th March, 1881.

MINERALOGY

EXPLANATION RELATIVE TO THE METHOD OF ANALYSIS
MADE AND LONDON THROUGH COMPANY BY
SILVER AND THE CHEMISTS ANALYSTS

NAME OF THE MINERAL	LOCALITY	ANALYSIS
A. On the south side of the Island of...	1851	...
B. On the north side of the Island of...	1852	...
C. On the south side of the Island of...	1853	...
D. On the north side of the Island of...	1854	...
E. On the south side of the Island of...	1855	...
F. On the north side of the Island of...	1856	...
G. On the south side of the Island of...	1857	...
H. On the north side of the Island of...	1858	...
I. On the south side of the Island of...	1859	...
J. On the north side of the Island of...	1860	...
K. On the south side of the Island of...	1861	...
L. On the north side of the Island of...	1862	...
M. On the south side of the Island of...	1863	...
N. On the north side of the Island of...	1864	...
O. On the south side of the Island of...	1865	...
P. On the north side of the Island of...	1866	...
Q. On the south side of the Island of...	1867	...

MISCELLANEOUS.

STATEMENT SHEWING THE NUMBER OF APPLICATIONS LAND AND LONDON TELEGRAPH COMPANY, BY WHOM SITUATE, AND THE QUANTITIES APPLIED FOR UP TO

DATE OF APPLICATION.	No. AND DESCRIPTION OF LOT.	WHERE SITUATE.
Oct. 9, 1854...	Lot. No 1 A.	*On the southside of the Humber River
Oct. 12, 1854..	" 2 A.	*On the northside of the Humber River
	" 1 B.	*On the south shore of Eastbay, Port-au-Port
	" 1 C.	On the northside of Great Codroy river.....
	" 1 D.	*On the northside of Cralles River, George's Bay
Oct. 26, 1854..	" 1 E.	*On the southside of Bay Despair river, where it enters said bay.....
Jan. 20, 1857..	" 1 F.	*On the eastside of Grandy's Brook
	" 2 F.	*On the westside of Grandy's Brook.....
	" 3 F.	*All the island flats in Grandy's Brook, namely, from Sealcove upward.....
March	" 1 G.	A: Southern Harbor, Placentia Bay, containing the lead mine.....
May	" 1 H.	On the north and adjoining the lead mine, lying between the two bays of Placentia and Trinity.....
	" 2 H.	On the south and adjoining the lead mine before mentioned.....
		On the southside of the entrance of the Southwest Arm of Rantem, in Trinity Bay.....
		From Coopershead, in Placentia Bay, to Bay Bulls Arm in Trinity Bay, including Bull Island
		Grandpond, north of the Coal brook.....
		On the main brook of the Grandpond, north of the latter.....
		Carried forward.....

MISCELLANEOUS.

FOR LAND ON BEHALF OF THE NEW YORK, NEWFOUND-
 AND WHEN THE APPLICATIONS WERE MADE, WHERE
 THE DATE, SEPTEMBER 11TH, 1857.

QUANTITY IN EACH LOT.	NAME OF APPLICANT.	REMARKS.
Square miles.		
7½	Chan. White, Esq.	All the applications marked thus (*) are considered by Professor Shepherd to be withdrawn.
7½	“	
3¼	“	
3	“	
1	“	
3	“	
3	Ambrose Shea, Esq.	
3	“	
3	“	
3	Professor Shepherd.	By the terms of the 17th Vic., cap. 2, sec. 10, the Governor is authorized to issue grants under the great seal of this Island, to the said company, of ungranted lands, and unoccupied wilderness land in Newfoundland, in blocks, the contents of which shall not be less than three square miles, and in all, not exceeding fifty square miles, subject, nevertheless, to certain conditions and reservations.
3	“	
3	“	
3	“	
6	“	
3	“	
3	“	
58¼.		

MISCELLANEOUS.

STATEMENT SHEWING THE NUMBER OF APPLICATIONS
 LAND AND LONDON TELEGRAPH COMPANY, BY WHOM
 SITUATE, AND THE QUANTITIES APPLIED FOR UP TO

DATE OF APPLICATION.	NO. AND DESCRIPTION OF LOT.	WHERE SITUATE.
May	Lot. No. 2H.	Brought forward..... On the righthand bank of the Humber River, southern extremity of Deerpond..... Indian River in Hall's Bay, with the island on the eastside of the entrance of Indian Arm

Copied from Journal of House of Assembly, 1858, pages 480, 481.

MISCELLANEOUS.

FOR LAND ON BEHALF OF THE NEW YORK, NEWFOUND-
AND WHEN THE APPLICATIONS WERE MADE, WHERE
THE DATE, SEPTEMBER 11TH, 1857.

QUANTITY IN EACH LOT.	NAME OF APPLICANT.	REMARKS.
Square miles. 58 $\frac{1}{4}$	Professor Shepherd.	
3		
6		"
67 $\frac{1}{4}$ 31 $\frac{1}{4}$	Applied for. Withdrawn.	
36		

Original applications not being in Surveyor General's office.

(Signed) EDWARD HANRAHAN.

Surveyor General's Office,
March 9th, 1881.

W. J. S. DONNELLY,
Surveyor General.

MISCELLANEOUS.

RETURN OF WRITS ISSUED AND REPORT OF CASES TRIED
UPON THE SOUTHERN CIRCUIT COURT, 1878.

ST. GEORGE'S BAY, BAY OF ISLANDS.

One case tried—Civil.

CHANNEL.

Two civil cases tried.

BURIN.

Two civil cases tried.

One criminal case tried.

Eight civil causes were set down for trial, five of which were tried;
one criminal case which was also tried.

EDWARD HARRIS (Signed)

Surveyor General's Office,
March 2nd, 1881.

W. B. DONNELLY,

Surveyor General.

 MISCELLANEOUS.

 REPORT OF CLERK OF SOUTHERN CIRCUIT OF CASES
 TRIED, FOR 1879.

 CASES TRIED.

Eleven writs were issued by the Clerk, fifteen or sixteen by Commissioners, some of which were not returned.

 CHANNEL.

One civil cause tried.

 BURIN.

Two civil causes tried.

 PLACENTIA.

One criminal cause tried.

 HARBOR BRITON.

One criminal case tried.

The Magistrates at Burin and Placentia were directed by the Court to dispose of two criminal cases in which depositions had been taken.

MISCELLANEOUS.

REPORT OF CLERK OF SOUTHERN CIRCUIT, FOR 1880.

BONNE BAY.

One civil cause tried, which was a test case, and settled.

Five other cases.

BAY OF ISLANDS.

One civil case tried.

CHANNEL.

One criminal case tried.

BURIN.

One civil cause tried.

FERRYLAND.

Three civil causes tried.

There were twenty-one civil cases upon the docket, and one criminal case, six civil and one criminal case being tried. These three years are much below the average, and the universal opinion is that the Court arrives too early and is too short a time in each place.

MISCELLANEOUS.

REPORT OF THE OFFICER IN CHARGE OF THE PROTECTION OF THE FISHERIES AT CAPE JOHN, 1880.

The French came to the Cape on the 14th June. Caplin not yet struck in.

Tuesday, June 15th.—Caplin not yet in; no fish for seines.

16th.—No caplin; seines hauled some fish.

17th.—Caplin landed; four seines hauled three thousand fish; weather very fine.

18th.—Seines did well at Middle Bill; weather fine; caplin plenty.

Saturday, 19th.—Seines doing well; fish would not take the hook; average of punts one quintal.

20th.—Fish abundant for seines; hauled twenty thousand fish at South Bill; batteaux doing very little with hook and line; French in good spirits.

21st.—Abundance of fish; French took from boundry to-day thirty-five thousand fish; half a quintal for punts.

22nd.—Weather very fine and calm; French took from Cape one hundred thousand fish; no fish to be caught with bait; one quintal for punts with jiggers.

23rd.—Wind east; seines doing very little; punts doing well with jigger; some sea on.

MISCELLANEOUS.

24th.—Light wind, east; four seines took from Southbill of Cape sixty thousand fish. Caplin in abundance; fish won't take bait; some punts to-day took two quintals with jiggers.

25th.—Wind easterly; plenty of fish on the bottom; won't take caplin; seines doing well; punts average to-day about two quintals with jiggers.

26th.—Fine weather, and fish plenty at the Cape; four seines hauled two hundred thousand fish; all the batteaux employed taking the fish to LaScie; punts two and three quintals.

27th.—Wind east, with rain; three seines at the limit, hauled forty thousand fish.

28th.—Fish plenty; wind easterly with sea; Frenchmen not doing much; punts getting from one to two quintals with jiggers.

29th.—Wind southeast; three seines at the limit doing but little; punts doing well with jiggers; caplin abundant.

30th.—Wind northeast; French doing but little with the seine; punts doing well with jiggers; good deal of sea on; at noon several French boats came to Mansfield Bight to wait smooth water.

July 1st.—Wind east, moderate. At sunrise French left Brinie's Cove for the Cape; took from South Bill to-day twenty-three thousand fish for four seines; fish very large.

2nd.—Weather very fine; twelve French boats at Southbill hauled to-day about forty thousand fish, very large; batteaux did nothing; punts a little.

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3rd.—Wind south, blowing strong; Frenchmen north of the Cape; fish scarce; punts did nothing all day.

4th.—Four seines and ten batteaux at Southpoint hauled eight batteaux loads, about two hundred quintals.

5th.—Wind west, strong; fish plenty, won't take bait; some boats doing well; French very busy at Middlebill.

6th.—Plenty of fish on the bottom; Frenchmen doing well with seines; no fish with hook except jigger; too much caplin.

7th.—Weather very fine; plenty fish seen on the bottom, won't take bait; some punts did well with jiggers; French hard to work at north point of the Cape.

8th.—Fish plenty, impossible to catch with bait; at 2 p.m. French captains came to the limit in jolly boats; in conversation they told me one thousand quintals fish was brought into LaScie for two days; said the average on the French Shore was about eight quintals per man.

9th.—Wind south-east, strong; no boats out south of North-west point; caplin in abundance.

10th.—Fine weather, very hot; fish scarce; some boats doing a little.

11th.—French very busy about the Cape; very little cod hauled.

12th.—Thirteen French boats at the limit; hauled about twenty thousand fish; average for the punts on English ground, about two to three quintals.

13th.—Plenty of fish on the bottom; French doing well; punts two

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and three quintals, mostly taken with jiggars; two copper steamers passing in the bay.

14th.—Three seines at Southpoint took this morning from the limit fifteen thousand fish; spoke a boat from Whitebay, had only four tierces of salmon and eight quintals of cod.

15th.—Wind east, and fine; fish plenty for seines; won't take the caplin; some punts did well with jiggers.

16th.—Wind southeast, blowing strong; French all north of the Cape; no punts out for the day.

17th.—Fish scarce for hook and line; French doing well with seines; at one p.m. British ship *Contest* passed north from Hall's Bay; copper ship going east.

18th.—Wind south-south-west, blowing strong; French north of the Cape; no punts on the ground.

19th.—No wind, sun very hot, fish plenty but none catching; French seines doing well.

20th.—Weather fine; French doing well, all the batteaux employed taking the fish from the seines; punts on English ground doing very well.

21st.—Two seines at Southbill, two at Middlepoint, all doing well; Shoecove punts average two quintals.

22nd.—Wind east, thick fog; one French seine at Middlebill hauled this day two hundred and fifty quintals; at two p.m. *Plover* passed going north.

23rd.—Fish plenty with seines, punts doing a little.

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24th.—With east with sea on; French boats not doing much; spoke one seine master who said that they had four hundred thousand fish, or as the French count, 4 M. quintals for their room.

25th.—One seine and four batteaux at the limit not doing so well.

26th.—Caplin getting scarce; wind southwest; seines average today about thirty quintals; at three p.m. *Plover* passed for Tiltcove; punts doing well with bait; large number of craft going north.

27th.—Frenchmen doing very little; caplin left the shore; punt men putting out herring nets.

28th.—Weather fine, punts doing well with trawls and codnets; at five p.m. a mob of fifty men came from Shoecove and took or sunk all the nets at the Cape, one man resisted and was beaten very much.

29th.—Wind southwest; Frenchmen hauling very little; at five p.m. Sergeant Fennessy came from Betts Cove; at seven p.m. French seine boats came to Brinie's Cove for shelter; wind northeast, blowing strong with heavy rain.

30th.—Moderate; French left for the Cape at 9 a.m.; sergeant left for the shore to arrest some of the marauders; fish plenty, but not to be caught with hook and line; no bait; one seine at Southbill took fifteen thousand fish in deep water.

31st.—Weather very fine; four seines at Southpoint, doing very little; punts getting some fish with the jigger; caplin clean gone.

August 1st.—Calm, and very fine; three seines and six batteaux at the Southbill; one seine shot at 5 a.m., took no fish; at 7 p.m. one seine took six thousand fish; punts doing very little.

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2nd.—Strong wind, west; fish at the Cape scarce; one seine at Brinie's Cove, said one of their seines was landed; asked him how much he hauled during the summer, he told me one thousand five hundred quintals; one ship had four thousand quintals, the other ship three thousand five hundred.

3rd.—Wind west, fine; no fish for seines; at 7 p.m. the French left the Cape and went north; at noon a man-of-war came round the Cape, went to Tiltcove.

4th.—No fish; at 10 a.m. ship *Flamingo* came to Brinie's Cove, took all the fishermen to Shoecove to investigate the cause of the disturbance.

5th.—Fine weather; no French at the Cape; at 8 a.m. the *Plover* passed north; no fish being caught; no bait.

6th.—Fine; two batteaux at the limit; no fish; no bait.

7th.—Fine weather; six batteaux at the Cape; fish scarce.

8th.—Four batteaux at the Cape; several Labrador craft going south; at noon the *Plover* passed in the bay.

9th.—Six batteaux at the limit; no fish with hook and line; some taken in cod nets.

10th.—Wind south-west; several French batteaux at the Cape; cod nets doing well at the limit; herring very scarce; no appearance of squid.

11th.—No fish for hook and line; average for cod nets two quintals.

12th.—No French at the Cape; fish scarce.

13th.—One batteau in Capecove.

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14th.—Wind north ; several craft going south.

15th.—Saw no French.

16th.—Saw no French ; large copper steamer coming from the east ; fish scarce, no bait.

17th.—No French ; some herring hauled in the coves, punts one quintal each.

18th.—No French, all hands on shore washing nets ; punts doing well.

19th.—Wind east ; punts two and three quintals.

20th.—Wind south, fine ; one batteaux at Northbill ; some fish taken with herring.

21st.—Wind east-north-east, with sea. ; several craft going south ; one copper laden ship going east ; no punts on the ground.

22nd, Sunday—Wind northeast.

23rd.—Wind east, heavy rain ; fish scarce, punts about one quintal each.

24th.—Wind east, fine ; saw no fish taken for the day.

25th.—Wind east ; fish scarce ; no herring.

26th.—Wind southeast ; one copper ship going in the bay ; one French batteau at Middlebill.

27th.—With south with rain, fish scarce ; no French at the Cape ; Shoecove punts fishing at Northwest Point.

28th.—Wind southwest ; no French at the Cape ; punts doing well round the Cape.

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29th—Sunday.

30th.—No French at the Cape; punts two quintals.

31st.—Fish scarce.

September 1st.—From this date nothing worth noticing occurred. According to information from the Frenchmen, the fleet on the French Shore is some six vessels short of 1879. In consequence of making such large hauls of fish, the fish got soft, and several times large quantities were thrown overboard.

On the 27th September the Frenchmen left LaScie; one ship four thousand two hundred quintals, the other three thousand eight hundred quintals.

Respectfully submitted,

(Signed) HENRY KNIGHT.

MISCELLANEOUS.

**REPORT OF HERRING FISHERY PROTECTION SERVICE,
SPRING 1880.**

HARBOR BRITON,**30th April, 1880.****SIR,—**

I respectfully beg to submit the following report of Herring Fishery Protection Service, spring 1880.

On the 28th of February I was informed that several French vessels were preparing to come into Fortune Bay for bait, and that they were expected at English Harbor the first week in March.

As it was thought likely that parties there would use seines to bait those vessels, I deemed it my duty to send Constable Lorenzen to post up proclamations at that place, Beloram, &c., directing him at the same time to remain at English Harbor for some time, to prevent the use of seines, and follow any directions that Mr. Snellgrove, J.P., may give him.

March 2nd.—Received instructions from Hon. Colonial Secretary to attend the herring fishery protection service as last year, and proposed the following arrangements for this spring, viz.:

To H. Camp, Esq., as last year, Hermitage Bay and Bay Despair.

George Snellgrove, Esq., J.P., Fortune Bay (from Boxey point, east).

H. Benning, Esq., J.P., the Eastern shore (from Burin or Placentia Bay to St. Pierre).

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J. P. Snook, Esq., Western shore (from Bonne Bay, west), or if he saw no necessity for cruising on that coast all the time, Connaigre Bay and Bay de l'Eeau. The *Greyhound* went out on the 5th April to endeavour to meet each and assist where most required.

15th.—Was informed that three French vessels had arrived at English Harbor, and were offering \$2.00 per barrel for herring, and the *fine* if they would use their seines. Constable Lorenzen (who was stationed there), having apprized Mr. Snellgrove, J.P., of it, the latter at once proceeded thither, and no hauling was attempted.

18th.—Mr. Snellgrove arrived at Harbor Briton, and reported two French vessels at English Harbor, the other gone back to St. Pierre, no one baiting them.

Mr. Snellgrove also said he had been informed that Thomas Farrell of Bay-de-North, who had cleared for St. John's with five hundred barrels herring, had landed his cargo at St. Pierre (seized it was said).

Sergeant Sullivan goes with Mr. Snellgrove to assist him (in the place of Constable Lorenzen), until the 5th prox.

20th.—Mr. James Inkpen, of Burin, arrived at Harbor Briton, he said he had been engaged on this service, and had been directed to call at Fortune for Mr. Snook, but owing to north-east winds and ice, had been unable to do so. As he stated there was no possibility of communicating with the shore at Fortune until there was a change of wind and the ice moved off, and understanding from him that there were several French vessels in the bay, I thought it right to put Constable Lorenzen on board, and send him to meet Mr. Snellgrove, who might require his assistance, but with the understanding that whenever he saw a possibility of getting to Fortune to lose no time in doing so.

26th.—About this time received a note from H. Camp, Esq., stating

MISCELLANEOUS.

He would be able to attend to Hermitage Bay, Bay Despair, and (until 5th April), Connaigre Bay.

27th.—Mr. Inkpen returned at Harbor Briton, Constable Lorenzen on board, and stated they had met Mr. Snelgrove at Mozambrose on 22d instant, and he had desired them to proceed to Rencontre, where a French vessel had gone; the said vessel having left Rencontre they had sailed for Fortune, but owing to strong breezes of head winds, had called here. Directed Constable Lorenzen to come on shore, and desired Mr. Inkpen to lose no time in going for Mr. Snook.

29th.—Mr. Snelgrove, J.P., arrived at Harbor Briton, reported two French vessels still at English Harbor getting baited from nets; no other French vessels in the bay.

April 2d.—J. P. Snook, Esq., arrived at Harbor Briton. It was arranged between us that I would visit Western Shore in *Greyhound* next Monday, the 5th, and Mr. Snook go to Fortune Bay where he expected to find witnesses for the Crown *vs.* Thomas Farrell.

5th.—Fog and heavy sea; visited in *Greyhound* Jersey Harbor and Northeast Arm in the afternoon.

6th.—Dense fog all day, wind south, unable to proceed to sea on account of the fog.

7th.—Wind westerly, left Harbor Briton for the Western Shore, called at Bonnebay, and thence to Pushthrough; Mr. Camp not being at home we left at once for the westward; looked in Musketty and Foushé and anchored at Richard's Harbor about seven p.m., when it was snowing fast.

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8th.—Gale last night with heavy fall of snow; weather clearing up at noon, proceeded westerly; strong breeze, head wind and heavy sea; visited Bay D'Lievre, and anchored at Rencontre about 6 p.m.

9th.—Left Rencontre intending to go on further west, but wind increasing with heavy head sea and thick snow, bore up for St. Pierre, where we arrived at five p.m. Was told here that two French vessels had left for Fortune Bay the previous day for bait.

Henry Benning, Esq., at Merasheen; about sixty bankers arrived.

10th.—Left for Fortune Bay early, and boarded a French vessel coming out of Fortune Bay, who had on board about sixty barrels of herring taken in nets at English Harbor; looked at his light receipt; called at St. Jacques, Blue Pignon, English Harbor, Boxey, St. John's Bay, Bay de Leau, and arrived at Harbor Briton about 7 p.m.

No sign of any infraction of fishery law; very few schooners being ready owing to the severity of the weather.

11th.—Sunday. At Harbor Briton all day.

12th.—Wind southwest. Visited Bay de Leau, &c., and anchored at English Harbor about one p.m., where two French vessels were at anchor, and collected the light dues from them.

Mr. Snook arrived while I was here, and said schooner owners were pressing him to have Farrell's case enquired into. Issued my summons to said Thomas Farrell to appear before me on the morrow at Bay de North. Met Mr. Snellgrove, J.P., at St. Jacques, and requested him to come in *Greyhound* with me to hear the case.

Called at Belloram in the afternoon, and arrived at Rencontre (east) about 8 p.m.

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Herring scarce all along the coast; very few schooners or boats to be seen, and no fish to be caught.

13th.—Wind northwest, half a gale, arrived at Bay de North about noon.

In re verses THOMAS FARRELL, *defendant*; and *prosecutor* (JAMES P. SNOOK, Esq.) *present*.

Defendant explained his case on oath as follows:—

The herring which were landed at St. Pierre from his vessel were hauled in Fortune Bay in January and February last, he intended taking them to St. John's as soon as he could get a load; when loaded he started for St. John's, calling at St. Jacques for a clearance; he anchored at St. Pierre to wait for a good time; owing to very severe weather and ice he was delayed there over a fortnight; that on the 23rd March, hearing that ice was still on the St. John's coast, and not wishing to run the risk of losing the spring herring fishery, he made up his mind on returning to Bay de North with the herring, and was preparing to do so when he was informed that his cargo was seized at the instance of Messrs. R. O. Sheehan & Co., to whom he owed a debt of four thousand six hundred francs, about half of which was balance due on his vessel, an officer was put on board and the herring taken from him. He further produced, in support of his case, several (apparently original) French documents respecting the seizure. His evidence was not contradicted in any material point.

As the herring law has never been carried out at the time the said herring were hauled—taking this and all other circumstances of the case into consideration—we, the Justices, thought it right to accept bail; the

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said Thomas Farrell to appear before the Supreme Court in St. John's or on Southern Circuit, or before Court of Sessions at Harbor Briton whenever called upon.

After coming to some arrangement with parties at Bay de North about the payment of balance due on fines inflicted on them last spring, we proceeded for the head of the bay, and arrived at English Harbor, (east) about 8 p.m.

Special constable Kerby, of the above place, informed us that the two French vessels that we were looking for were at Grand l'Pierre.

14th.—Called at Grand l'Pierre ; Mr. Snellgrove collected the light dues from the above vessels, which were being slowly baited from nets set by the fishermen of the head of Fortune Bay ; the fishermen were receiving six shillings per barrel and "found" on board, free, during the time their nets were set.

From this place we proceeded along the east side of Fortune Bay, looking into some of the harbors on the way, and called at Long Harbor. Special constable Thornhill here informed us there were large quantities of herring under the ice ; four Burin schooners were anchored near it.

Arrived at Lallycove about 8 p.m. ; strong breeze ; head wind all day. Several poor people here and at Rencentre came on board begging for provisions, they said there was no fish to be caught ; assisted them a little.

15th.—Wind westerly, moderate ; called at Barrow to endeavour to make arrangements with parties for fines inflicted on them last spring for violation of the fishery laws. Called also at English Harbor during the day for the same purpose. Collected light dues off Belloram from two

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French vessels bound for Bay-de-North; called at Belloram. At English Harbor about 3 p.m., was informed by the master and engineer of the *Greyhound* that the cutter of the propeller was out, and that it was necessary to put the vessel ashore to replace it. Arrived at Harbor Briton about 7 p.m.

16th.—The *Greyhound* ashore all day at Harbor Briton repairing. Fearing that J. P. Snook, Esq., may not yet have been able to reach Conaigre Bay owing to strong breeze of head wind, directed Special Constable Harris, of Conaigre, to watch all the seines there tomorrow.

17th.—Wind north-west, fine. Most of the seines in Fortune Bay being in the harbors between Harbor Briton and Rencontre east, visited all those harbors during the day; counted about one hundred and twenty-five sail; met Mr. Snellgrove twice.

Having suspicion that parties at Little Bay would endeavour to put their seines out after dark, called there about 9 p.m.; found one seine-skiff preparing to do so, and chased her for a mile or more. Boarded several schooners, and proceeded for north-east arm of Harbor Briton; boarded the only schooner there, whose seine was in the hold, and arrived at Harbor Briton at 2 p.m. on the 18th of April.

I have not heard that any seines have been used this spring previous to the 18th of April, all the bait obtained by the French vessels up to that time having been taken in nets. It is said that a greater number of those vessels will come to Fortune Bay early next spring for bait, if so I think it will be a benefit to the poor fishermen who will with their nets be able to earn money at a time when there is little or no codfish to be caught.

MISCELLANEOUS.

Herrings have been all the spring and are still (30th April) scarce. I understand that at St. Pierre prices range from twenty francs to twenty-five francs per barrel; English and American vessels find it difficult to get any in the bay at fifteen shillings per barrel.

I have the honor to be, Sir,

Your most obedient servant,

PHILIP HUBERT,

Superintendent Herring Fishery Protection Service.

Honorable COLONIAL SECRETARY,

Saint John's.

MISCELLANEOUS.

REPORT OF CONSTABLE SULLIVAN ON HERRING FISHERY,
FOR THE YEAR 1880.

St. JOHN'S, 22nd April, 1880.

SIR,—

In accordance with instructions received, I proceeded on the 13th ult., per steamer *Plover* to Fortune Bay on the herring fishery protection service, and on the 18th left Harbor Briton with Geo. T. R. Snellgrove, Esq., in a schooner engaged on service, and proceeded down the bay, cruising around the principal fishing grounds, explaining to the fishermen the very great necessity for them to observe, and for us to carry out the law, and doing all else in our power to prevent violations of the same; and I am happy to inform you that we so far succeeded, that from the time we commenced until the 18th instant, when we were relieved from service, there did not occur in the whole of Fortune Bay one solitary case of breach of the fishery law; and I deem it but fair to the people engaged in the fishery to say that I have on all occasions found them most law abiding and easily convinced of what is right.

On the 12th instant I met, at St. Jacques, the steamer *Greyhound*, having on board Philip Hubert, Esq. by whose directions I went on board said steamer, where I remained until we arrived at Harbor Briton on the 18th instant, and two days later took passage on board the steamer *Plover* and arrived here on the 21st instant.

I have the honor to be, Sir,
Your obedient humble servant,

JOHN SULLIVAN,
Head Constable.

The Hon. the Attorney General.

MISCELLANEOUS.

REPORT OF HENRY BENNING ON HERRING FISHERY PROTECTION IN PLACENTIA BAY, DURING 1880.

LAMALINE, April 26th, 1880.

SIR,—

According to request in your letter of the 27th February, to make a report on my proceedings on protecting herring fishery in Placentia Bay, I now comply with the same.

Shortly before leaving I received letters respectively from Messrs. Hubert and Snook, the latter requesting me to meet him at St. Peter's, to consult on future proceedings, the former to request me to cruise between Burin and St. Peter's, as the mouth of the bay would be the principal place required to be watched, and also that until he heard from me that arrangement would be acted upon. Accordingly on the 19th ulto., being blocked with ice until then, I proceeded to St. Peter's, but did not meet Mr. Snook, who I learned was there. Could not get out of Fortune on account of the ice; got blocked with ice there until the 23rd, when we cut out and started for Burin, calling at Lamaline, where we left again on the 24th, passing through a good deal of loose slob. Went into St. Lawrence, and remained there until the 26th, wind bound. Saw no craft as yet passing up or down.

Started on the 26th and went for Burin; got into Mudcove the harbor being still frozen; walked down to Burin and got the news confirmed which I received in St. Lawrence, that the Arms in Placentia Bay were still frozen and no herring; found some craft in Burin getting ready for the herring fishery, but under difficulty owing to the ice; remained in

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Mudcove until Monday the 29th, there being no wind all day Sunday, and then started westerly with wind N. E., a strong breeze and heavy sea; could not get into St. Lawrence, Lawn, or Lamaline, I then went to St. Peter's and learned there that Mr. Snook was still in Fortune, and no news of any herring being landed; also, heard that Thomas Farrell, of Bay de North, schooner *Busy*, who had herring in for St. John's, had his schooner and herring seized there, but recovered his craft and about twenty barrels herring which he brought back to Fortune Bay with him. Remained in St. Peter's wind and ice bound until Friday, 2nd May, when we started for Placentia Bay, touching at Lamaline and St. Lawrence during the night; spoke to Mr. Philip Brown, of Sound Island, a little west of Cape Chapeau Rouge at 6 a.m. on the 3rd, reported plenty small herring out in the bay but none in the arms, he was bound to Fortune Bay for the herring fishery. When off St. Lawrence we were becalmed, towed in there to hear news, found the crafts there getting ready, but no news of herring; calm all day, kept sails up but no chance of getting on.

4th.—At 2 p.m. took a light breeze S.S.W., got under way and started immediately, went down outside Burin, saw no crafts, went into Burin, no news of any herring; the arms of the bay still frozen; learned in Burin that I could only harbor in Baine Harbor or Paradise, and as there was a good deal of loose ice in the bay decided on remaining in Burin for the night.

6th.—Left Burin again to go easterly, thick fog and a good deal of slob, opened Mortier Bay and then returned to Burin, saw no crafts.

7th.—Left Burin at 5 a.m., wind W.N.W., a light breeze veering southerly, went westerly, thick fog all day, got to St. Lawrence at 6 p.m., a very stormy night.

8th.—A strong N.W. wind with a heavy sea and thick snow squalls, too rough to go on shore until sunset; no news of any herring east or west.

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- 9th.—Still rough, no chance of going out.
- 10th.—Started at 3 a.m., westerly wind, N. veering east; signalled and spoke to a craft belonging to Beaubois, she had no herring on board; called into Lamaline and remained there the night, heard there were no herring as yet brought to St. Peter's from any place.
- 11th.—Started for St. Peter's, blowing strong, wind S.S.E., arrived there at 1 p.m. and heard that Messrs. Hubert & Snook had been there the day previous, and that some herring had been taken in nets in Fortune Bay and were sold to French schooners; a very rough night, carried away our stern davits.
- 12th.—Very rough, repaired damages but could not get away.
- 13th.—Left again under double reefed sails, wind W.N.W. with thick snow squalls; harbored in Lamaline and took in some more ballast as we found we had not sufficient.
- 14th.—Wind N.W., fine, started at 5 a.m. under double reefed mainsail and bonnet off the staysail, very heavy wind but fine; met several crafts when near St. Lawrence trying to beat up, but all bore away and went into St. Lawrence where we went also; I boarded all the crafts from the eastward, but found no herring nor news of any; they reported most of the arms still frozen.
- 15th.—Wind N.W., a strong breeze but moderating; left under same sail, at 3 a.m. let out reefs; off Burin light saw some of the Burin crafts going up; went down as far as Davis's Island, then tacked and went back to Burin, saw no crafts with herring and did not hear of any, remained in Burin four hours and then started for St. Lawrence, arrived there at 4 p.m., no crafts there with herrings.
- 16th.—Wind west, very rough, got under way at 6 a.m. and went

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out, but had to return again at 9 a.m. under double reefed sails, blowing very heavy and veering to N.W.

17th.—Wind N., a light draft; started at 3 a.m., got into Lamaline at 8 a.m., saw no crafts, started again at 10 a.m. and cruised off the mouth of the bay until sunset when we ran into St. Peter's; no news of any herring having been brought there from either bay.

18th.—A heavy gale, E.N.E., with snow storm all day.

19th.—Released Mr. Haly, as I obtained a passage home in a small boat.

Your most obedient servant,

HENRY BENNING, J.P.

Honorable COLONIAL SECRETARY,
Saint John's.

MISCELLANEOUS.

REPORT OF MR. DENIS BRIEN ON REPAIRS OF TOWN, ST. JOHN'S WEST, FOR THE YEAR 1880.

To J. O. FRASER, ESQ.,

Chairman Board of Works.

SIR,—

I have the honor to submit the following report on roads, streets and bridges, St. John's West, main lines and public works, for the year ended 31st December, 1880.

Respectfully submitted,

DENIS BRIEN.

ST. JOHN'S, 31st December, 1880.

MISCELLANEOUS.

REPAIRS OF TOWN, ST. JOHN'S WEST.**WATER STREET.**

This important street underwent considerable repairs during the past year. From Beck's Cove to Newman's was macadamized in detached portions where required, and from this to C. F. Bennett's mill was well gravelled, the projecting stones removed and the road well rounded where needed. The paved drains extended, repaired and renewed, defective sewers reconstructed, gratings reset and flags placed around them.

The immense and increasing traffic to which this street is subjected necessitates a large annual outlay to keep it in good order.

Several parts of this street being too high, can be cut and graded the coming season, and any surplus material can be used beneficially on other streets, thereby saving the outlay entailed by preparing gravel elsewhere.

A granite crossing was placed near Mahon's lane which is looked upon as a great public convenience during our wet muddy season.

Beck's cove breast work was repaired and a safety railing placed on it. This public cove is filling up very fast and requires dredging at least every two years to make it available to the public. The retaining wall at the promenade, Riverhead, will require to be repaired the coming year.

A water closet is badly required between the gas works and Job's bridge.

MISCELLANEOUS.

A safety railing was placed on the bridge opposite C. F. Bennett's office, Riverhead.

The safety guards of the trees on the promenade were repaired and renewed from time to time as required.

It is to be hoped a more liberal grant will be made to repair and put this most important street in good order during the coming year.

GOWER STREET.

From Beck's cove firebreak to Appletreewell was well gravelled in detached portions where found necessary, the projecting stones removed, the paving stones repaired, extended, and renewed where required.

This street is extensively used and requires annual repairs. The grant generally made is insufficient to repair and keep this street in good order.

At Springdale the sewer which on examination was found defective, was well repaired, with new grating placed at entrance.

QUEEN STREET.

This important street, which connects our two main streets, was put in thorough good travelling order during the past year. The paved drains repaired, extended, and renewed, the projecting stones removed, gratings reset and flags placed around them with other minor improvements.

MAHON'S LANE.

This lane underwent partial repairs during the past year.

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SCOTT'S LANE.

During the past year this lane was repaired when required, the paving renewed, and gravelled in detached portions. A sewer is very much required through this lane to take surface water from Theatre hill. About \$200 will carry out the work.

HOLDSWORTH STREET.

This street was well repaired during the past year, the projecting stones removed, and gravelled, and the centre of the street raised so as to carry off the water to side drains. The sewer leading through this street was cleared and the branch sewers to gratings enlarged where found necessary with other minor repairs.

STEPHENS STREET.

This street was repaired when required during the past year. The loose and projecting stones renewed, and gravelled in detached portions where found necessary.

A grant of about sixteen dollars will repair it the coming year.

ADELAIDE STREET.

During the past year the street was extensively repaired. It was gravelled in detached portions, the projecting stones renewed, the paving repaired, the gratings reset, and flags placed around them. Towards the close of the year the street was in excellent order.

CARTER'S HILL.

This hill was greatly improved during the past year. The steepes.

MISCELLANEOUS.

portion of the hill was graded to a depth of one foot, forty feet in length, and the excavated material used on other portions where required. The projecting and loose stones were removed and paving repaired.

A sewer was constructed from Mr. Murphy's dwelling to Carter's meadow, a distance of about two hundred feet built of hemlock timber twelve inches square.

WALDEGRAVE STREET.

This street underwent considerable repairs during the past year. It was well gravelled and raised in the centre so as to carry water to the side drains, the projecting stones removed, drains paved, and sewer renewed and reconstructed as found necessary.

The fountain placed on this street for the accommodation of the people of this vicinity is a great public benefit, and they now have an abundant supply of good fresh water, for which they are most grateful to the government. Heretofore the residents of this locality were greatly inconvenienced and did not have sufficient water to keep things in a sanitary condition.

LANES AND SQUARES—CRIBBIES.

The above named localities were gravelled and otherwise repaired where found necessary during the past year, the paving extended and renewed and a good supply of water given the people by a new fountain being placed in a central position. The water supply in this locality, heretofore used to frequently get short in dry weather, and it was deemed most necessary in a sanitary point of view to give the people of this crowded neighborhood an abundant supply of good wholesome water at all seasons.

The usual grant will be required to repair those places the coming year.

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GEORGE'S STREET.

During the past year this important street was gravelled in detached portions where found necessary, the projecting and loose stones removed, the paving repaired, renewed and extended.

A sewer near Mr. Adam Martin's, which on examination was found defective, was reconstructed, and the line of drain altered, so that more fall could be given, it was laid with ten inch pipes one hundred and twenty feet, as far as Mr. Duchemin's gate, and now the sewerage here is not complained of as heretofore. During the coming year a paved drain is necessary in front of Mr. Duchemin's dwellings on the south side of this street, as during melting of snow, and heavy rain, the houses here are flooded.

PRINCE'S STREET.

The above named street underwent very extensive repairs during the past year. It was well gravelled and rounded its extreme length, the loose and projecting stones removed, the paving and gratings renewed and reset as required, and the branch drains to main sewer, opened up, cleaned and put in good order. Towards the close of the year this street was in excellent travelling order. A grant of about twenty dollars will extend the paving and repair for the coming year.

BUCHANAN STREET.

Considerable improvement was effected on this street during the past season. The paved side drains repaired, renewed and extended, well gravelled in detached portions where required and gratings reset. The main sewer on this street, which on examination was found defective, was opened up and cleaned and put in good order.

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BUTCHINGS' LANE.

This lane underwent partial repairs during the past year. The loose and projecting stones removed with other minor repairs.

FLOWER HILL FIREBREAK.

This most useful new line of road, leading from Water street via Gower and Lazybank to LeMarchant road, underwent repairs where most required; the floods of spring and fall of 1880 so tore up and destroyed the centre portion of the street already made, owing to want of side and cross drains, that it was found necessary to expend the greater part of the vote in gravelling and filling ruts and opening side drains which ought to be paved the coming year. The extension and completion of this most important firebreak will be a great public benefit, and it is to be hoped a liberal allowance will be made to complete the work the coming year.

The opening up of this new line will give additional building site to our increasing population, besides making a great firebreak, which is so necessary where so many wooden dwellings exist. Four hundred dollars would go far toward the completion of this road.

LAZYBANK TO MONDAY'S POND.

This road was gravelled in detached portions, the loose and projecting stones removed and the drains secured. A railing was placed on the bridge near Mr. MacPherson's, and a retaining wall was reconstructed here; the main sewer or water course at this point was enlarged and so constructed as to prevent the water during heavy flood from damaging the road.

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JOB'S LANE.

During the past year a marked improvement was effected on this most important lane. It is now a fine spacious street, instead of a narrow lane as heretofore. About two feet was cut off the crown of the hill near Mrs. Downey's, extending about eighty feet in length. The fountain, which from past experience was found to be in the public way and damaging the street, was changed, as also was the position of the gas lamp. A most substantial fence was constructed by Mr. McLaughlan, which tends in a great measure to beautify this locality. A substantial retaining wall is placed under the fence which retains the road, and no outlay will be required for repairs of the wall for many years. To raise the centre of this street and put it in excellent travelling order will entail an outlay of about forty dollars.

PLANK ROAD.

This road which connects Job's lane with Patrick street was partially repaired during the past year. The shores which support the beams and plank bedding is very much decayed and in its present state dangerous for wheeled traffic. It was patched in several places the past year, and the coming year will require to be rebuilt. I would respectfully recommend building a stone wall and filling in with gravel, it will cost more at first, but will ultimately effect a saving, besides being a permanent and substantial public work. In its present state it is a receptacle for all kinds of nuisance, and in a great degree dangerous to the health of the inhabitants of this vicinity. The building of a stone wall and filling of this place will entirely remedy this matter. About \$600 will carry out the work.

BRIEN'S LANE.

This lane was well repaired during the past year. It was gravelled in detached portions, the projecting and loose stones removed,

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drains scoured, with other minor repairs. In my report of 1874 I recommended opening this lane through Dooling's property to Water street. This would be a great boon to the people of this locality. I beg to bring this matter again under the notice of the Government. The usual grant will be required for repairs the coming year.

FOOT'S LANE.

During the past year this lane underwent considerable repairs. The paved drain was extended sixty feet, the projecting stones removed and well gravelled. The water course at the head of this lane near Angel's foundry was enlarged and covered for one hundred and twenty feet, this was badly required to prevent damage to private property.

BARTER'S HILL.

This hill underwent considerable improvement during the past year. The paved side drains repaired, extended and renewed, the sewers cleared, the projecting and loose stones removed, and gravelled where required. A larger grant than usual is required to put this hill in good order.

TANK LANE.

This lane and the lanes leading thereto, were extensively repaired the past year. They were well gravelled where required, the paving repaired, gratings reset and flags placed around them, loose and projecting stones removed, sewers cleared, with other minor improvements. The usual grant will be required.

LIMEKILN HILL.

During the past year extensive repairs were effected on this hill. The paving was reconstructed, the projecting and loose stones removed, and a sewer was constructed twelve inches square and one hundred and

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eighty feet long, passing from this hill through Damerell's lane to Adelaide street firebreak. Heretofore during heavy floods the people at the base of this hill complained very much of damage to their property; the construction of this sewer to a great extent remedied this matter, and with extended sewerage to be carried out the coming year, this grievance will be entirely abated. A grant of about sixty dollars will be required the coming year to extend the sewerage and put it in good order.

PATRICK STREET.

During the past year this street underwent very extensive repairs. A sewer was constructed over seven hundred and twenty feet in length and eight and one half feet deep, of twelve inch earthen pipes, to connect with the one already made near the Roman Catholic church. From Pokhaempath to Water street was filled with rubble stone, and well gravelled over, with a rounding formation given so as to carry the water to the side drains. The paving was repaired, renewed and extended, and before the construction of the sewer this most important street was in excellent order. It will require our earliest attention the coming spring, as the opening of the sewer left it in a very rugged condition. About fifty dollars will be required to put it in good order for the coming year.

POKEHAM PATH.

From Appletreewell to the lane rear of Poor Asylum was well gravelled where required, the projecting stones removed, the paving repaired, the gratings reset and flags placed around them. A sewer which was connected with the main sewer was extended five hundred and forty feet, seven feet deep and 20 by 24 dimensions built of two inch hemlock. A further extension of this sewer as far as Mr. Angel's new dwelling is required, about one hundred and sixty feet, this will meet all sewerage requirements in this locality for some time and will involve an outlay of about \$200.

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SOUTHSIDE ROAD.

This important road was extensively repaired during the past year. It was raised in the centre and well gravelled where required, the side and cross drains cleared and repaired. A sewer was constructed near the Dundee Sealing & Whaling Co's. premises seventy feet long and fifteen inches dimensions. The safety railings were repaired where necessary. The coming year the railing between P. & L. Tessier's premises and Bowring, Bro's will require to be completed. Job's bridge on examination was found to be very much decayed, and the beams and timber supporting or covering the space between cutwaters unsafe for the immense traffic to which this important bridge is subjected, new plank and beams were substituted for the old and decayed timber. The shores and planking of cutwaters renewed where necessary with sound new timber, well fastened and bound over with iron sheathing. The safety railing of Job's bridge is very much decayed, and necessitates repairs after heavy wind, causing, from time to time, considerable outlay. During the coming year a new railing will require to be constructed, which with repairs to stone abutments and gravelling and raising centre of bridge will entail an outlay of about four hundred dollars. The side drains on the road were frequently opened and scoured during the past year; the foundering of the earth from the hill causes the frequent filling of the drains. This important road is not yet finished to Waterford bridge, about forty perches still requires to be opened and compensation for passing through ground at present occupied by Mr. P. St. John, it is to be hoped on allocation will be made for this special work the coming year. A large annual vote is required to repair and keep in order this line of road, which leads to many valuable mercantile premises.

LEMARCHANT ROAD.

During the past year this important line of road underwent considerable improvement. The solid rock was blasted and the material was

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used in the repairs of Patrick street, the side and cross drains cleared, and gravelled in detached portions where required. This new line of road is now in good travelling order from Long's hill to Patrick street, and connects the east and west ends of the city. The advantages accruing from it to the farmers are incalculable, whilst as a pleasant summer drive, overlooking the entire business portion of the metropolis, it cannot be equalled. Dwelling houses of a very ornamental and expensive class are at present being erected along the road, and a main sewer will be extremely necessary for drainage purposes from them. It is to be hoped a liberal grant will be made to complete and repair this most important road.

PEARL TOWN ROAD TO BAY BULLS OLD LINE.

This line of road which connects Old Placentia road with Bay Bulls old line, underwent extensive repairs during the past year. The bridge near Walker's farm was thoroughly repaired with new beams and plank, and the road gravelled, drains cleared and other minor improvements. This road being very much used by the farmers during the summer season will require the usual annual repairs which will involve an expenditure of about \$20.

ROAD TO BRENNAN AND MURPHY'S FARMS.

This road which leads from Petty Harbor old road to farms of Brennan and others, was gravelled in detached portions where required, the drains cleared, projecting and loose stones removed, and other minor repairs. A grant of about \$12 will be required to put in order the coming year.

FROM OLD PLACENTIA ROAD BY WHITEWAY'S TO HEAVYTREE ROAD.

During the past year the bridge near Mr. Whiteway's farm was

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thoroughly and substantially rebuilt at a cost of about \$100. The abutments were all taken down and well reconstructed of large blocks of stone, the span of the bridge was increased from eighteen to twenty-two feet, all new beams and plank was placed in it, well fastened and secured, and it ought not to involve any outlay for many years. Two other stick bridges were renewed, the drains cleared and gravelled where required.

BLACK MARSH ROAD TO TOPSAIL ROAD.

This road was gravelled where required, two bridges repaired, ruts filled, loose and projecting stones removed. This road runs through fine agricultural land, and opens to the settler inclined for farming a large tract of fertile land. The usual grant will be required.

GREGORY GRIFFIN'S LANE.

This road which connects the main line at Bennett's mill to Goulds, with the old Petty Harbor road, was gravelled where found necessary, the projecting and loose stones removed, and the side drains opened and enlarged. The work was carried out by contract very satisfactorily. A grant of about twelve dollars ought to repair the coming year.

ROAD FROM WATERFORD BRIDGE BY LUNATIC ASYLUM TO OLD PLACENTIA ROAD.

This most important and useful road underwent extensive repairs during the past year. From Waterford bridge to Duncombe's bridge was well gravelled in detached places where required, the side drains cleared and enlarged, the bridges repaired, and other minor improvements. This is a road greatly frequented during summer and winter, it is looked upon as one of our most romantic and pleasant drives, and leads through a fine portion of agricultural country. The great and increasing traffic to which this road is subjected demands a large annual outlay for repairs. It is to be hoped a liberal grant will be made to keep in good order for the coming year.

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PENNYWELL ROAD, FROM FRESHWATER ROAD TO GEORGE'S POND ROAD.

This road was well gravelled during the past year, the side drains and culverts cleared and repaired, the loose and projecting stones removed with other minor improvements. This line of road leads through fine fertile land, well adapted for agricultural purposes. The western portion of this road near George's Pond is only half made. It is to be hoped a liberal grant will be made so as to complete and repair the coming year.

ROAD FROM POKEHAMPATH TO BULLEY'S LIMEKILN NEAR MULLIN'S FARM.

This road being in good condition, there was no expenditure needed during the past year, save the planking of a bridge near Bulley's limekiln. About thirty dollars will be required to put in good order the coming year.

OLD PLACENTIA ROAD.

This road underwent considerable repairs the past year. From Duncombe's bridge to Knight's farm was gravelled in detached portions where required, the projecting stones removed, side draining cleared and scoured where required. The road runs through land of the most fertile and productive quality as can be plainly seen from the many comfortable homesteads which are situated on each side of this most important road. About thirty perches of the inner portion of this road was opened out and made twenty feet wide, with good side drains, and well made road, during the past year. A grant of about \$120 will be required to repair and extend the coming year.

PETER SHORT'S ROAD.

This line of road, which connects with the Ruby road, underwent extensive repairs and extension during the past year. From Boyle's farm

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to George Ruby's eastern boundary was filled, drained and gravelled. The opening of this line to connect with Ruby and Heavytree roads will be of the greatest possible benefit to the farmers of this locality as it will shorten the route to Petty harbor more than a half a mile, besides opening up some of the finest agricultural and timber land. A grant of about fifty dollars will repair the coming year.

RUBY'S ROAD.

Considerable repairs was made on this road during the past year, it was gravelled in detached portions where required, the ruts filled, and drains cleared from Bay Bulls man line to Ruby's farm. This road is about one mile west of Heavytree road, and leads through good agricultural land; already there are several very fine farms on each side of this road, the owners of which are very comfortable, which is an indication of the fruitfulness of the soil generally in this vicinity. If more of our people could be induced to till the soil about here such wide spread destitution would not exist.

COCKPIT ROAD.

This road was repaired near Mrs. Hogan's, the ruts filled, loose and projecting stones removed, well gravelled and drains cleared. A grant of forty dollars will be required to put it in good order the coming year.

COCKPIT TO MUNDY'S POND ROAD,

This road underwent considerable improvement the past year; the side drains were cleared, loose and projecting stones removed, and gravelled in detached portions where required. The usual grant of about \$12 will be required to maintain this useful road.

ROAD FROM PETTY HARBOR TO GOULD'S, BY FOREST POND.

This most important road was extensively repaired during the past year; it was well gravelled its entire length, culverts renewed and re-

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paired, and loose and projecting stones removed; the bridge near Mr. Brenock's was newly covered, and the passageway of water thoroughly cleared. Second pond bridge is now in good order and ought not to require any outlay for repairs for many years. This road is subjected to immense traffic during the summer season, fish offal for manure is carted over the road by the farmers for miles around, besides having all the fish and oil, not sent on by boat, hauled to St. John's by this line. The inhabitants of this settlement devote themselves almost entirely to fishing and when the voyage fails they are in great destitution. It is to be hoped those people will resort to agriculture, which would be such a valuable auxiliary to their fishery operations.

ROADS, PETTY HARBOR NORTH AND SOUTH SIDE.

Extensive improvements have been effected in this settlement during the past year; side drains cleared and enlarged, culverts renewed and repaired, loose and projecting stones removed, safety railings extended and repaired, and gravelled where required. The main bridge between north and south side underwent a thorough repair, all the decayed timber removed and replaced by new sound timber, all well bedded with chopped sticks, and a well finished railing placed thereon. This work was carried out during the latter part of the winter of 1881 when a great number of the people of this settlement were in great want. The "Long run," leading from the south side of Petty harbor, was widened, the rocks protruding on line of road blasted and otherwise removed. The road from this settlement round by Pridham's point was greatly improved, drains cleared, projecting stones removed with other minor improvements. This road by Pridham's point connects the settlement of Petty Harbor and Maddox Cove and is of incalculable benefit to the people for procuring fish offal and kelp for manure for their fields and gardens, it also shortens the distance between the two harbours. During the winter of 1880 a large quantity of timber was cut for the purpose of building a wharf at the

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gut, south side, but owing to difference arising as to proposed site the wharf was not erected and the greater portion of the timber still remains in the keeping of Mr. Bishop. It is to be hoped a satisfactory arrangement may be arrived at, so that the timber may be utilized before it begins to decay. This being an extensive fishing settlement, with a large population, it ought to have the best consideration of the government. The usual grant will be required to maintain it the coming year. The work was carried out by daily labor, in both settlements, to my entire satisfaction.

ROADS IN MADDOCK'S COVE.

From the main bridge, to Mr. Maddon's underwent extensive repairs the past season, the projecting and loose stones removed, culverts, bridges and side drains cleared, renewed and repaired as found necessary, and well gravelled in detached places where needed. The public wharf at this settlement was secured with iron strops, and a portion of it newly planked, and the road leading from it gravelled and retaining walls repaired. This wharf is of the greatest service to the people of this settlement, and the benefit that accrue from it in the prosecution of their fishing voyage is incalculable. The usual grant of \$50 will be required.

BROADCOVE ROADS.

From Hughe's bridge, the St. John's west electoral boundary, to Horsecove was extensively repaired during the past year, it was well gravelled in detached portions where required, side and cross drains renewed cleared and enlarged as found necessary. The hill leading into the settlement was well gravelled, side drains secured, and safety railing repaired. A safety railing was extended, and retaining wall repaired, and the road widened at this point, as it was heretofore much too narrow. The road leading from the beach to western point was cleared of all loose earth and stones which fell from embankment during previous winter. This road is now completed and is of incalculable advantage to the

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people of this place in carting fish offal for agricultural purposes. There are eight local roads in this settlement, all of which underwent repairs according to their utility. The fishery in this settlement was almost a complete failure during the past summer, which renders a great many families in very poor circumstances, but the people are so frugal and industrious, and work the timber of the country into so many ways, that they manage to live along without applying for advances to any extent on their coming grants. The work in this settlement was partly done by daily labour to our entire satisfaction. It is to be hoped a liberal grant will be made to keep the roads and bridges in good order for the coming year in this settlement.

BLACKHEAD ROADS.

Extensive repairs have been made in this settlement during the past year. From the Roman Catholic church through the settlement was well gravelled, the projecting stones removed, and the road leading to the landing place at "Allan's Rock" was greatly improved. The road leading to the main wharf underwent repairs, and the public wharf newly planked fifteen by twenty feet, the winch and boom painted and the iron stays tightened. The benefit derived from these public wharves and landings are incalculable, they are a protection to life and property, and further they facilitate their fishing operations to the greatest degree. A landing on the south side is now constructed, and if it were made a little larger would be a great benefit. All the above work was carried out by daily labour very satisfactorily. It is to be hoped a liberal grant will be made to maintain the coming year.

FRESHWATER BAY ROADS.

The vote was expended by daily labour in this settlement during the past year. About twenty perches of new road was made towards Blackhead road, and the roads gravelled, drains cleared, culverts repaired

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where required through the settlement. The people of this place are completely isolated, as they have no road, and are obliged to convey all their fishing and other material by water. About eight perches still require to be opened up and made before it connects with the main line, St. John's to Cape Spear, the probable cost of which will be about \$160.

ROAD FROM MADDOCK'S COVE TO BLACKHEAD ROAD.

On this line of road which connects Petty harbor with the main line, St John's to Cape Spear, considerable improvement was made during the past year, it was gravelled in detached portions where required, two cross drains repaired and one renewed, side drains cleaned and enlarged, projecting and loose stones removed. The people of Blackhead and Maddock's Cove are greatly benefitted by the opening of this new line of road, by which they procure all their dry wood for summer use, as fencing and plank timber, it is also a shorter road to St. John's, for the people of Petty Harbor and Maddock's Cove, than the old Petty Harbor road. The work was carried out by daily labour very satisfactorily. The usual grant of about \$70 will be required.

KENMOUNT TO TOPSAIL ROAD.

This useful new line of road is now all but finished. During the past year about forty perches were made, twenty feet wide, with side drains, two by two and a half. This road connects St. John's with the Topsail road at "inner steady water," a distance from the metropolis of about seven miles. It commences at Freshwater by Kenmount and runs through comparatively level and good agricultural land. It also shortens the distance to Topsail considerably. It is hoped a liberal grant will be made to repair and complete the portion unfinished.

WIGMORE GULLEY ROAD.

The main bridge on this road was well repaired, the abutments

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leading from sides of bridge rebuilt, and centre newly planked. Two other minor bridges were planked and otherwise repaired. The drains were cleared, projecting stones removed and gravelled where required.

CARTER'S HILL AND FRESHWATER ROAD.

During the past year this hill was cut down and improved, the side drains cleared, paved drains repaired, loose and projecting stones removed. A sewer was constructed one hundred feet long, from paved drain to Murphy's; this is a decided improvement, as during heavy floods the water injured private property besides damaging the road considerably.

Freshwater road was well repaired in detached portions where required, the side and cross drains cleared and enlarged with other minor improvements. A grant of about \$70 will be necessary the coming year.

ROAD ROUND FOREST POND.

This road was well repaired during the past year. From John William's to main road was raised, gravelled and drains repaired, and from Hanaford's to main road underwent similar improvement. This road is a great benefit to the farmers living on the west side of this pond, as it shortens the route considerably when compared with the way they had to go heretofore. The usual grant of about thirty dollars can be well expended.

MCDONALD'S ROAD.

This road which leads from Heavytree underwent no repairs during the past year. A grant of about ten dollars would improve very much.

LUNDRIGAN'S ROAD.

This new line, when completed, will connect the main line, Bennett's mill to Goulds, with the main line from St. John's to Brigus, lead-

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ing through the very best of agricultural land, was extended about forty perches during the past year. The road leading to Lundrigan's dwelling was raised to prevent the water from overflowing it, as heretofore during wet weather the water at times raised from one to two feet above the level of road. This is a most useful road as it not only opens up a fertile portion of country, but is a great connecting link between the two most extensive main lines. It is to be hoped that such grants will be made as lead to the completion of this line within a few years.

BEAVER HOUSE ROAD.

This road, within the district of St. John's west, was repaired to the extent of the grant during the past year, but the amount allocated is altogether insufficient to meet the requirements. People living on the western part of this road cannot get wheeled vehicles to cart their goods owing to the bad state of the road. Third pond bridge is very decayed, and dangerous to the traffic. It will require to have a thorough repair the coming year which will involve an outlay of about \$120.

BROWNING'S BRIDGE.

During the past year the road near the mill at present owned by G. Browning & Son, was altered and widened, and a good substantial bridge built to correspond with new line of road. The span of the bridge is forty by twenty, and height of abutments ten feet, which are built of good hammered stone, four feet thick. The retaining walls are of the same material $2\frac{1}{2}$ feet thick. It is laid with eight beams 12 x 12 scantling, 46 feet long, wall plates of 6 x 12, covered with three inch spruce plank, well fastened with six inch wrought nails, and a substantial railing of 7 x 7 pine timber, morticed, plained, and put out of hands mechanically. The centre of the bridge is supported by a cross piece of scantling 15 by 15, through which two iron posts pass, which are screwed tightly, acting as a king post to prevent the bridge from giving too much in the

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centre. The ground purchased for the road to connect with said bridge entailed a large outlay in cutting and making on both sides the bridge. It required at least twelve hundred tons of rubble stone and gravel to fill the road on south side. From the main road to south side road at Cuddihy's is now well made, and a thorough lasting and substantial bridge constructed; but if the road from Cuddihy's to Dillon's is not widened I look upon the other expenditure as comparatively thrown away. About \$300 ought to compensate and go a great way towards making and widening this important road.

SYME'S BRIDGE.

During the past year a substantial wooden bridge was constructed opposite the western cemetery, riverhead, and named as above. The entire span is sixty-four feet by fourteen, and height from river nearly seven feet; it has two cutwaters, proportionately divided, and is laid with three sets of beams about twenty-five feet long each and eight inches square. The abutments on each side are constructed on the sunken wharf principle, ballasted and treenailed in the usual way. The cutwaters are eight inch square timber, piled close, covered with two inch plank and sheathed with iron; they are twenty-two feet wide at the base and fourteen on top, laid with wall plates of seven inch square scantling and all is covered with three inch spruce plank, fastened with six inch wrought nails, and a well finished hand rail placed thereon. The road on the north and south side of this bridge is well made, and a small annual outlay will be required to repair it.

MAIN LINES OF ROADS

From Palk's hill to Topsail, distance twelve miles, was extensively repaired during the past year. It was gravelled in detached portions where required, the loose and projecting stones removed, ruts filled, side

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drains cleared, extended and enlarged as found necessary, bridges repaired planked and renewed, and the brow taken off and centre of road raised where found too flat. This section of this important main line, being subjected to a larger traffic than any other portion of it, requires a larger outlay for its repairs. It is the great resort of tourists and strangers visiting our shores, and consequently ought to be kept in creditable condition. Therefore it is to be hoped that a more liberal sum will be allocated.

BENNETT'S MILL TO GOULDS.

This important main line underwent considerable repairs during the past year. It was well gravelled in detached portions where required, the culverts raised and repaired, side drains scoured, extended and enlarged, loose and projecting stones removed, with other minor improvements. A larger grant than hitherto is necessary to maintain this extensive main road. Safety railings were renewed near Murphy's, this was most necessary as the timber was all decayed and falling down into the river.

GOULDS TO BIG POND.

On this section of road extensive repairs was effected during the past year. It was well gravelled in detached places where required, side drains extended, enlarged and scoured as found necessary, stick and other bridges well repaired, loose and projecting stones removed.

ST. JOHN'S TO CAPE SPEAR.

On this line considerable improvement was made during the past year. The stick and other bridges renewed, repaired and enlarged, side drains scoured, extended and made more spacious, safety railings repaired, gravelled in detached portions where required, and centre of road raised where found too flat. The boulders were blasted and the road

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widened where found too narrow, loose and projecting stones removed with other minor improvements. A grant of about \$300 ought to be sufficient to maintain this main line.

OLD PLACENTIA TO TOPSAIL ROAD.

This most useful road is now open and connects the Topsail and Old Placentia roads. During the past year the vote was expended by daily labour in improving the hill leading from the new bridge towards the old Placentia road, and filling ruts and clearing drains. The work was performed very satisfactorily. The usual grant will be required for repairs the coming year.

In enclosing this report I beg leave to state that the public coves will require dredging the coming year, the outlets from all main sewers cleared and a free passage given there from.

DENIS BRIEN.

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