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JOURNAL  
OF THE  
LEGISLATIVE COUNCIL  
OF THE  
ISLAND OF NEWFOUNDLAND.



*His Excellency Sir FREDERIC B. T. CARTER, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Administrator of the Government, in and over the Island of Newfoundland and its Dependencies.*

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FIRST SESSION OF THE FIFTEENTH GENERAL ASSEMBLY,  
1886.

—  
ST. JOHN'S, N. F.:

J. C. WITHERS, Printer to the Queen's Most Excellent Majesty.



## PROCLAMATION.

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

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

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

**W**HEREAS We have thought fit to Dissolve the General Assembly of Our Island of Newfoundland : Know ye, that we do, for this purpose, publish this Our Royal Proclamation, and do, by these presents, Dissolve the said General Assembly. And we do hereby discharge the Members of Our Council and of the House of Assembly of the said Island from further attendance in the said General Assembly.

In testimony whereof We have caused these Our Letters to be made Patent under the Great Seal of the said Island.

WITNESS Our trusty and well-beloved Sir JOHN HAWLEY GLOVER, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Our Governor and Commander-in-Chief in and over Our said Island of Newfoundland and its Dependencies, at St. John's, in Our said Island, this First day of July, A. D. 1885, in the Forty-ninth year of Our Reign.

By His Excellency's Command,

E. D. SHEA,  
Colonial Secretary.

thereof, that it is His Excellency's will and pleasure that they do forthwith attend at the Bar of this House; and they being come thereto, the Hon. the President, by command of His Excellency, informed the Members of the Assembly that it would be necessary for them to retire to their Chamber and appoint a Speaker;—which being done, and ALEX. J. W. McNEILY, Esquire, Q. C., having been presented by the Hon. ROBERT THORBURN, and the choice approved and the usual privileges claimed and granted, His Excellency was pleased to open the present Session of the Legislature with the following Speech to both Houses:—

Administrator's  
Speech.

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

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

The pleasure I experience in availing myself of your assistance in the conduct of public business is on this occasion mingled with a feeling of sincere regret, in which I am sure you participate, for the death of our late Governor Sir John Glover, who left here in failing health last July and expired soon afterwards in London. When I say that in him this country lost a friend who was heartily devoted to all its interests, I feel I am expressing the universal sentiment of our people.

The results of our staple industries for the last year were peculiarly unfavorable. Not only was the Sea! fishery very deficient, but its produce obtained only indifferent sales. The catch of fish on the Shore was also below an average one, while that at Labrador, both of Cod and Herring, though fairly successful, was to a considerable extent badly cured; and meeting with active competition in our accustomed markets, was sold at unremunerative prices. The fishery on the Banks furnished the only instance of a prosperous issue, and it is satis-

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factory to observe that this enterprise gives cheer-<sup>Speech—</sup>  
ing promise of becoming an increasingly valuable (Continued.)  
resource.

Agriculture yielded generally fair returns, the more important crops having been both sound and abundant.

Mining pursuits during the year showed improvement in this branch of industry. There was an increased export of ores, and late market quotations encourage the hope of active operations in the next season.

The returns of native Ship-building give a tonnage slightly in excess of that of the preceding year.

Our Light-house service has received the addition of a Harbor Light at Gaultois and a Sea Light is in course of construction on Ireland Island, LaPoile.

I observe by Her Majesty's Speech at the opening of the present Session of Parliament that negotiations respecting the rights of the French on the Coast of Newfoundland had been satisfactorily concluded, and I am informed by the Right Hon. Secretary of State for the Colonies that the agreement, with full explanations, will be forwarded here by the Mail of the 11th instant, to be in due course laid on the Tables of your Honorable Houses.

We have to acknowledge, with profound gratitude to the Almighty, that while, in course of the year, cholera was so prevalent in Europe and small pox in some of the neighboring Provinces, Newfoundland has been, to the present time, mercifully preserved from all epidemic disease. The Government adopted the precautionary measures of quarantine and vaccination, the latter being still carried out in all the Districts of the Colony.

Speech—  
(Continued.)

The St. John's Graving Dock, with works contracted for in connection with it, has been completed, and has had considerable employment in the repairs of Shipping.

The new Post Office, the building of which was commenced in May last, is progressing very satisfactorily towards completion, and I have no doubt that this establishment, provided with modern appliances and facilities for Postal business, will be ready for occupation in the coming Spring.

Advertisements were issued last summer for tenders for our Oceanic and Coastal Steam Services; and proposals have been received and provisional arrangements made in both instances. These, with the correspondence connected with them, will be placed in your hands.

The Telegraph system of the Colony has been extended to the District of Burin and to Twillingate and Greenspond. It will be for you to determine whether the advantages of its further extension to the Straits of Belle Isle might not be sufficient to warrant the necessary outlay.

The Treaty of Washington having expired on the first of July last, a temporary arrangement was assented to by the Government allowing United States fishermen to continue their usual fishing operations on the Newfoundland coast during the remainder of the year. This concession had regard to the undertaking of the President of the United States to bring the Fishery question before Congress in December, 1885, and to recommend the appointment of an International Commission for the purpose of effecting a settlement. I am not informed that any further progress has yet been made in the matter, but the course which this Colony should adopt in relation to a question of such magnitude, will doubtless in due time engage your best attention.

In the month of June last a gale of exceptional severity was experienced on this coast, causing great loss of fishing craft and materials. This was followed in October by a similar visitation at Labrador, but with far more disastrous consequences in the sacrifice of many lives, and a large amount of property. Immediately on receipt of intelligence of this calamity the Government dispatched such steamers as were then available with food, clothing and medical aid, to the succour and rescue of the distressed, who were soon after conveyed to their homes. I am gratified to add that the efforts of the Executive on behalf of those sufferers were seconded by liberal contributions on the part of the local public and of friends resident abroad.

Speech—  
(Continued.)

A General Election was held in October last and the proceedings were conducted in all the Districts of the Colony with a peacefulness and good order which are creditable to the character of the people.

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

The Customs Revenue of last year fell short of the estimate. The coincidence of diminished revenue with increasing public requirements is a subject which demands your thoughtful consideration with a view to the wisest mode of adjustment.

The Public Accounts and Estimates will be submitted to you as early as practicable, and I am confident you will make needful provision for the Public Service.

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

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

The necessity of some means of employment for our operative classes, which may render them

Speech—  
(Continued.)

less dependent for support upon precarious fisheries, is a question of increasing urgency. The comparative success secured by those amongst them who have perseveringly devoted their energies to agricultural pursuits seems to point to encouragement being offered for enlarged culture of the soil as a policy at once economical and beneficent in its results. And the further inquiry is prompted, whether settlers in localities possessing few facilities for cultivation, might not advantageously be induced to move to those more fertile tracts of country whose population are rarely found amongst the applicants for aid from the public funds. This whole subject is suggestive of the extension of the Road Service under an improved system of management.

The time appears to have arrived when Municipal Regulations should be established in the town of St. John's. The particular form which would best adapt such a measure to local circumstances invites your careful reflection.

Despatches from Her Majesty's Government and other important papers will in due course be laid before you.

I trust in conclusion that the Divine favour may direct your counsels to the furtherance of the welfare of the Colony.

The House of Assembly having withdrawn, His Excellency was pleased to retire.

President's  
Commission read.

The Commission appointing the Hon. Edward Galton Shea President of the Legislative Council, in the room of the Hon. Edward Morris, resigned, was read by the Clerk.

Speech read.

A copy of His Excellency's Speech having been left with the Hon. the President, it was read by the Clerk.

On motion of the Hon. Mr. Bowring,—

Ordered,—That a Select Committee be appointed to draft an Address to His Excellency the Administrator in reply to his gracious Speech.

Select Committee  
on Address of  
Thanks.

Ordered,—That Honorables Messrs. Bowring, Monroe, Harvey, Cleary and Pitts, be a Committee for that purpose.

On motion of the Hon. Mr. Harvey, the following Resolutions were moved and unanimously adopted:—

*Resolved*,—That the Legislative Council have learned with great regret of the death of our late Governor Sir John Glover. His Excellency had won the regard and esteem of the people of this Colony by the qualities of heart and mind which distinguished him as a ruler, and the zealous interest he evinced in every proceeding that contemplated the welfare of Newfoundland. The Council cordially sympathize with Lady Glover in her bereavement.

Resolutions on  
death of Gover-  
nor Sir John  
Glover.

*Resolved*,—That a copy of this Resolution be forwarded to Lady Glover.

On motion of the Hon. Mr. Harvey, the following Resolutions were moved and unanimously adopted:—

*Resolved*,—That the Legislative Council feel it to be due to their late President, the Honorable Edward Morris, and to themselves, to record their deep regret that Mr. Morris has been obliged by years and illness to retire from the President's Chair. During the long period of his occupancy of this honorable position he has deserved and obtained the high respect and esteem of the members of this Body for the dignity, impartiality, and judgment with which he has discharged its duties, and he carries

Resolutions on  
retirement of  
Hon. Edward  
Morris, President.



with him into private life the best wishes and sympathies of this Council.

*Resolved*,—That a copy of this Resolution be forwarded to the Hon. Edward Morris.

**Notice of motion.**

The Hon. Mr. Ayre gives notice that he will, on to-morrow, move the appointment of a Select Committee on the Printing and Contingencies of this House for the present Session.

On motion of the Hon. Mr. Ayre,—

**Reporter appointed.**

Ordered,—That John Howley, Esq., be continued Reporter to this House.

On motion of the Hon. Mr. Ayre,—

**Doorkeeper and Messenger appointed.**

Ordered,—That James Walsh and James Corcoran be reinstated in their respective offices as Doorkeeper and Messenger to this House.

**Adjourned.**

On motion made, the House adjourned until Wednesday next, at half-past Four o'clock, P. M.

Wednesday, February 17th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable EDWARD DALTON SHEA, *President.*

Members present.

Hon. Messrs. HARVEY,  
 AYRE,  
 CLEARY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of Thursday last were read.

Minutes read.

The Hon. the President informed the House that he had received the following communication:

*To the Hon. the President of the Legislative Council:*

SIR,—

I have the honor to acknowledge receipt of the flattering Resolution passed unanimously by the Legislative Council in reference to my resignation of the honorable position of President of Her Majesty's Legislative Council, which I had occupied for so many years. I feel deeply grateful and thankful for the expressions of approval of my conduct as President, while I attribute my success to the considerate support and assistance which I had received from the honorable members of the Body.

Communication from Hon. E. Morris read.

I have, &c.,

(Signed,)

EDWARD MORRIS,  
*Ex President Legislative Council.*

Address of  
Thanks read 1st  
time.

The Hon. Mr. Bowring, from the Select Committee to prepare an Address in reply to the Speech of His Excellency the Administrator, presented a draft of the same, which was received and read a first time, and

Ordered,—To be read a second time to-morrow.

Notice to suspend  
35th Rule.

Hon. Mr. Bowring gives notice that he will, on to-morrow, move the suspension of the 35th Rule of the House as regards the Address in reply to His Excellency the Administrator's Speech.

Pursuant to notice, and on motion of the Hon. Mr. Ayre,—

Select Committee  
on Printing and  
Contingencies.

Ordered,—That a Select Committee be appointed on the Printing and Contingencies of this House for the present Session.

Ordered,—That the Hon. Messrs. Ayre, Harvey, Cleary, Pitts and Syme, be a Committee for that purpose.

Adjourned.

On motion made, the House adjourned until Friday next, at half-past Four o'clock, P. M.

I have, &c.  
(Signed)  
EDWARD MORRIS  
The President, Legislative Council.

Friday, February 19th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 CLEARY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of Wednesday last were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Bowring, the Address in Reply to the Speech of His Excellency the Administrator, was read a second time.

Address of Thanks read 2nd time.

Pursuant to notice, the Hon. Mr. Bowring moved that the 35th Rule of the House be suspended with reference to the Address of Thanks, and

35th Rule suspended.

Ordered,—Accordingly.

On motion of the Hon. Mr. Bowring, the House went into Committee on the said Address.

Committee on Address of Thanks.

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

The Chairman reported progress, and asked leave to sit again.

Ordered,—That the Report be received.

Report on  
Printing and  
Contingencies  
read and adopted.

Hon. Mr. Ayre from the Select Committee on the Printing and Contingencies of this House, submitted the following Report, which was received and read :—

COMMITTEE ROOM,  
19th February, 1886. }

The Select Committee on Printing and Contingencies of the Legislative Council submit the following arrangements for adoption :—

Publisher of Debates, *Evening Telegram*. To copy, *Times*, *Standard* and *Twillingate Sun*. J. W. McCoubrey, to be printer of Bills and Miscellaneous papers. Proprietor of *Gazette*, to be printer of Journals. Stationery to be had under the direction of the Committee at such place or places as may be convenient.

That no Miscellaneous papers be printed without the sanction of the Committee unless by order of the Council.

(Signed,) CHARLES R. AYRE,  
*Chairman.*

A. W. HARVEY,  
J. SYME,  
JAMES S. PITTS,  
PHILIP CLEARY.

Ordered,—That the said Report be adopted.

Notice of motion.

The Hon. Mr. Harvey gives notice, that he will, on to-morrow, ask the Hon. the Representative of the Government to lay on the Table of the House a Return of the Amounts contributed by the general Revenue for Municipal purposes in St. John's during 1884 and 1885, and the several different purposes of such contributions.

Also, a Return showing the total Amounts of indebtedness of the St. John's Sanitary authorities,

specifying the amount of such indebtedness at the close of each year since the present system was established ;

Also, the amount of Road Grant for the Eastern and Western Districts of St. John's, and the amounts that these Grants have been overdrawn at the close of each of the last five years, and the total amount now overdrawn on these accounts, and so far as possible to specify what portion of these amounts has been expended within the limits of the town of St. John's, as defined by the St John's Re-building Acts, and what portion outside said limits.

On motion made, the House adjourned until *Adjourned* to-morrow, Saturday, at half-past Four o'clock, P. M.

**Saturday, February 20th, 1886.**

The House met pursuant to adjournment.

*House meets.*

**PRESENT :**

The Hon. Mr. SHEA, *President.*  
 Hon. Messrs. WHITE,  
                   HARVEY,  
                   AYRE,  
                   CROWDY,  
                   CLEARY,  
                   PITTS,  
                   McLOUGHLAN,  
                   MONROE,  
                   SYME,  
                   BOWRING.

*Members present.*

The Minutes of Friday last were read.

*Minutes read.*

Pursuant to the Order of the Day, and on *Committee on the* motion of the Hon. Mr. Bowring, the House went *Address of* *Thanks.*

into Committee on the Address in reply to His Excellency the Administrator's Speech.

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

Address reported. The Chairman reported the Address without amendment.

Ordered,—That the Report be received.

Address read  
3rd time and  
passed.

On motion of the Hon. Mr. Bowring, the Address in reply to the Speech of His Excellency the Administrator was read a third time and passed, and the Hon. the President signed the same.

To be presented  
by a Deputation  
of the whole  
House.

Ordered,—That the said Address be engrossed and presented to His Excellency by a Deputation of the whole House.

The Address is as follows :—

Address.

*To His Excellency Sir FREDERIC BOWKER  
TERRINGTON CARTER, Knight Comman-  
der of the Most Distinguished Order of  
St. Michael and St. George, Adminis-  
trator and Commander-in-Chief in and  
over the Island of Newfoundland and  
its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY ;—

We, the Legislative Council of Newfoundland, respectfully thank your Excellency for the gracious Speech with which you have been pleased to open the present Session of the Legislature.

We fully participate in your Excellency's expression of regret for the death of our late Governor Sir John Glover, a feeling shared in by the whole community for one who was ever solicitous for the welfare of the people.

The unfortunate result of our fisheries for the past season, taken in connection with the depressed

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state of our markets, operate very injuriously on the general interests of the Colony. It is, however, pleasing to find that the Bank fishery was of so prosperous a character as to give promise of further development in the future.

Address—  
(Continued.)

We are pleased to learn that Agricultural pursuits have met with success in the quality and abundance of the more important crops, and we hope in the coming season to witness operations in this department on a more extended scale.

It is a matter of great satisfaction to observe that mining pursuits are fairly profitable. We hope that from the present prospect of better markets those engaged in this industry may be induced to extend the field of their operations.

It is gratifying to be informed that native Ship-building still continues to increase, and we are of opinion that the encouragement given to this industry is well bestowed.

We cordially concur in every effort made to promote the efficiency of our Light-house system, a matter of such grave importance to our seafaring people.

We thank your Excellency for the information that negotiations respecting the rights of the French on our Coasts had been concluded. The agreement and explanations promised by the Right Honorable the Secretary of State for the Colonies will receive our best attention.

We unite with your Excellency in the expression of gratitude to the Almighty for the merciful preservation of this country from the ravages of cholera and other epidemics so prevalent during the past year in countries with which we are closely connected by commerce.

The completion of the St. John's Graving Dock and its immediate employment in the repairing of



Address—  
(Continued.) steamers and other shipping are matters of great importance to our trade. We hope its success may realize the reasonable hopes of its promoters.

The progress towards completion of the new Post Office and the assurance of its early occupation for the transaction of postal business, are subjects of much interest to the public generally.

We will give our best consideration to the subject of Oceanic and Coastal steam services when the correspondence in connection therewith shall have been laid before us.

The extension of the Telegraph system to the District of Burin and to Twillingate and Greenspond, must be regarded as of great public utility; the advisability of its further extension to the Straits of Belle Isle will receive from us due attention.

We note the undertaking on the part of the President of the United States to bring the Fishery question before Congress, and we shall be prepared to give our best consideration to any proposals submitted to us for an arrangement that may tend to the advantage of this Colony.

It is with great regret we have to refer to the gale on our Coasts in June last, resulting in such heavy losses. And this feeling is greatly intensified when we consider the similar visitation at Labrador in October; a large amount of property and many lives were sacrificed. It is gratifying to be informed that the efforts of the Executive to relieve the distress thus occasioned were liberally seconded by our local public and by friends abroad.

The peaceful and orderly manner in which the Elections were conducted last October reflects great credit on all classes throughout the country.

We recognize the necessity of some means of employment for our operative population which may render them less dependent on the fisheries. Any legislation on a question of such urgency will engage our earnest attention.

Address—  
(Continued.)

The subject of the establishment of Municipal regulations for St. John's is one which requires and will receive our careful consideration.

We thank your Excellency for the promise to lay before us Despatches and other important papers.

And we trust that, by the Divine favor, our counsels may be directed to the furtherance of the welfare of the Colony.

E. D. SHEA,  
*President.*

LEGISLATIVE COUNCIL,  
20th February, 1886. }

The Hon. the President read the following letter:—

President reads letter.

GOVERNMENT HOUSE,  
NEWFOUNDLAND,  
20th Feb'y, 1886. }

SIR,—

I am directed to inform you that His Excellency the Administrator will be prepared to receive the Legislative Council with their Address in reply to his opening Speech, on Monday next, the 22nd inst., at 11.45 A. M.

I have, &c.,

THOS. J. KOUGH, P. S.

The Hon'ble  
The President Legislative Council.

On motion made, the House adjourned until Monday next, the 22nd instant, at half-past Eleven o'clock, P. M.

Adjourned.

Monday, February 22nd, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honarables Messrs. WHITE,  
 HARVEY,  
 AYRE,  
 CLEARY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of Saturday last were read.

House proceeds  
to Government  
House with the  
Address.

At a quarter to 12 o'clock the House proceeded to Government House with the Address of Thanks.

Reply reported.

At 12 o'clock noon, the House having returned, the Hon. the President reported that His Excellency had been pleased to receive the said Address and to return an answer thereto in the following words:—

Reply.

*Mr. President and Honourable Gentlemen of the Legislative Council;*

You will please accept my sincere thanks for your address now presented. I have no doubt you will afford your best attention to the consideration of the several subjects referred to in the opening Speech and to which you have adverted.

You may rely on my willing co-operation in all matters that may tend to the advantage of the Colony.

FREDERIC B. T. CARTER.

GOVERNMENT HOUSE,  
 22nd February, 1886. }

On motion made, the House adjourned until <sup>Adjourned.</sup>  
 Wednesday, March 3rd, at half-past Four o'clock,  
 P. M.

**Wednesday, March 3rd, 1886.**

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable Mr. SHEA, *President.*  
 Honarables Messrs. WHITE,  
 AYRE,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Members present.

The Minutes of Monday, February 22nd, were <sup>Minutes read.</sup>  
 read.

The Hon. the President read the following <sup>Resignation of</sup>  
 communication from His Excellency the Admin- <sup>Dr. Winter.</sup>  
 istrator:—

GOVERNMENT HOUSE,  
 3rd March, 1886. }

SIR,—

I have the honor to inform you that Mr. John  
 Winter has resigned his seat in the Legislative  
 Council owing to impaired health.

I have, &c.,

(Signed,) F. B. T. CARTER,  
 Administrator.

The Hon. the President  
 of the Legislative Council.

On motion made, the House adjourned until <sup>Adjourned.</sup>  
 Monday next, the 8th March, at half-past Four  
 o'clock, P. M.

Monday, March 8th, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.

Honorables Messrs. WHITE,  
HARVEY,  
TALBOT,  
AYRE,  
PITTS,  
MCLOUGHLAN,  
MONROE,  
SYME,  
BOWRING.

Minutes read.

The Minutes of Wednesday, March 3rd, were read.

Documents laid on Table.

The Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the following Documents :—

Correspondence and proposed arrangement in reference to the French fishing rights in Newfoundland.

Question asked.

Pursuant to notice, the Hon. Mr. Harvey asked the Hon. the Representative of the Government to lay on the Table of the House a return of the amounts contributed by the general revenue for Municipal purposes in St. John's during 1884 and 1885, and the several different purposes of such contributions ;

Also a return showing the total amounts of indebtedness of the St. John's Sanitary authorities, specifying the amount of such indebtedness at the close of each year since the present system was established ;

Also the amount of Road Grant for the Eastern and Western Districts of St. John's, and the amounts that these Grants have been overdrawn at the close of each of the last five years, and the total amount now overdrawn on these accounts, and so far as possible to specify what portion of these amounts has been expended within the limits of the town of St. John's, as defined by the St. John's Re-building Acts, and what portion outside said limits.

The Hon. Mr. Ayre laid on the Table the Documents asked for. Reply.

The Hon. Mr. Pitts gives notice that he will, on to-morrow, ask leave to introduce a Bill respecting Life Insurance Companies carrying on business in this Colony. Notice to introduce Bill.

The Hon. Mr. Harvey laid upon the Table a Petition from John Martin and others, relative to the preservation of Game in the Peninsula of Avalon. Petition laid on Table.

On motion made, the House adjourned until to-morrow, Tuesday, at half-past Four o'clock, P.M. Adjourned.

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**Tuesday, March 9th, 1886.**

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President.*

Members present.

Honorables Messrs. WHITE,  
HARVEY,  
AYRE,  
PITTS,  
McLOUGHLAN,  
MONROE,  
SYME,  
BOWRING.

The Minutes of Monday last were read.

Minutes read.

Message from  
Assembly.

A Deputation from the House of Assembly brought up the following Message :—

MR. PRESIDENT,—

The House of Assembly have appointed a Select Committee of their Body, consisting of Nine Members, to consider the subject of the arrangement made between Her Majesty's Government and the Government of the French Republic, in reference to French Fishing Rights on the Coast of Newfoundland, and respectfully request that the Legislative Council will be pleased to appoint a Committee of their Honorable Body to act in conjunction with the Committee of the Assembly on this subject.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

HOUSE OF ASSEMBLY, }  
9th March, 1886. }

On motion of the Hon. Mr. Ayre,—

Select Committee  
on French  
Fishery Rights  
Arrangement.

Ordered,—That a Select Committee of this House, consisting of five Members, be appointed to co-operate with the Select Committee of the House of Assembly to consider the subject of the arrangement made between Her Majesty's Government and the Government of the French Republic, in reference to French Fishing Rights on the Coast of Newfoundland, and that the Honorables Messrs. Bowring, Harvey, Monroe, Syme and Pitts be a Committee for that purpose, and that a message be sent to the House of Assembly to this effect.

Notice of Motion.

The Hon. Mr. Monroe gives notice that he will, on to-morrow, ask leave to introduce certain Resolutions with reference to the Preservation and Protection of our Bait Fishery.

Adjourned.

On motion made, the House adjourned until Friday next, at half-past Four o'clock, P. M.

**Friday, March 12th, 1886.**

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs WHITE,  
 HARVEY,  
 AYRE,  
 CROWDY,  
 CLEARY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of Tuesday last were read.

Minutes read.

Pursuant to notice, and on motion of the Hon. Mr. Pitts, the Bill entitled "An Act respecting Life Insurance Companies in this Colony," was read a first time, and

Life Insurance  
 Bill read 1st time.

Ordered,—To be read a second time to-morrow.

On motion of the Hon. Mr. Harvey, the Petition from John Martin and others upon the subject of the Preservation of Game in the Peninsula of Avalon, was read.

Game Petition  
 read.

A Deputation from the House of Assembly brought up, for concurrence, a Bill entitled "An Act to amend the Law relating to the Public Health."

Deputation with  
 Bill.

The Deputation having retired,

The said Bill, upon motion of the Hon. Mr. Ayre, was read a first time, and

Public Health  
 Bill read 1st time.

Ordered,—To be read a second time to-morrow.

On motion made, the House adjourned until Thursday next, the 18th day of March, at half-past Four o'clock, P. M.

Adjourned.



Thursday, March 18th, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of Friday, March 12th, were read.

Life Insurance  
 Company Bill  
 read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Pitts, the Bill entitled "An Act respecting Life Insurance Companies carrying on business in this Island," was read a second time, and

Ordered,—To be committed to-morrow.

Public Health  
 Bill read 2nd  
 time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Ayre, the Bill sent up, entitled "An Act to amend the Law relating to the Public Health," was read a second time, and

Ordered,—To be committed to morrow.

Resolutions on  
 retirement of  
 Dr. Winter.

On motion of the Hon. Mr. Harvey, the following Resolutions were moved and unanimously adopted :—

*Resolved*,—That this House has learnt with great regret that the Honorable Dr. Winter has felt

it necessary, owing to ill-health, to resign his position as a Member of this Council, and desires to express its sense of the loss it has sustained thereby. His very long and useful Membership, the diligence and urbanity he has always displayed in performing the duties of his position, will make his loss long felt by this Council.

*Resolved*,—That the President be requested to forward to the Hon'ble Dr. Winter a copy of the foregoing Resolution.

On motion made, the House adjourned until Monday next, the 22nd instant, at half-past Four o'clock, P. M. Adjourned.

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**Monday, March 22nd, 1886.**

The House met pursuant to adjournment. House meets.

**PRESENT:**

<p>The Honorable Mr. SHEA, <i>President</i>,                  Honorables Messrs. WHITE,                  HARVEY,                  TALBOT,                  AYRE,                  PITTS,                  McLOUGHLAN,                  MONROE,                  SYME,                  BOWRING.</p>	<p>Members present</p>
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The Minutes of Thursday, March 18th, were read.

The Hon'ble the President read the following communication :—

WINTERTON, ST. JOHN'S, }  
March 22nd, 1886. }

SIR,—

Dr. Winter's  
Reply to Reso-  
lutions.

I beg leave to acknowledge with many thanks the receipt of your letter of the 18th March, enclosing a copy of Resolutions passed by the Hon. Legislative Council regarding the resignation of my position as one of their Body.

I have, &c.,

(Signed,) JOHN WINTER.

The Hon. E. D. SHEA,  
*President, Legislative Council.*

Committee on  
Public Health  
Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act to amend the Law relating to the Public Health."

Hon. Mr. McLoughlan in the Chair.

A Message from the House of Assembly being announced, the House resumed.

Deputation with  
Bill and

Deputations from the House of Assembly brought up, for concurrence, a Bill entitled "An Act to amend the Act 46 Victoria, Cap. 19, entitled 'An Act respecting certain Legislative Disabilities;'"

Message.

Also, the following Message :—

MR. PRESIDENT,—

The House of Assembly beg to acquaint the Legislative Council that this House is desirous of referring certain Petitions, on the subject of the traffic of Bait, to the Joint Committee appointed by both Houses on the subject of the arrangement pending between the Governments of Great Britain and France, in respect of questions pending as to rights of the French on a portion of our Coasts,

and requesting that the Council will concur with this House in a Resolution that is to be an instruction to the Joint Committee, that they do receive and deliberate upon all Petitions presented to either House which may be by either House referred to them.

(Signed,) A. J. W. McNEILY,  
*Speaker.*

HOUSE OF ASSEMBLY, }  
12th March, 1886. }

The Deputations having retired, the Chairman resumed the Chair of the Committee.

After some time the House resumed.

The Chairman reported the Bill with some Bill reported. Amendments.

Ordered,—That the Report be received, and

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

On motion of the Hon. Mr. Ayre,—

Ordered,—That a message be sent to the As- Message sent to  
sembly concurring in their message relative to the Assembly.  
Fisheries Rights questions.

The Hon. Mr. Harvey laid on the Table Peti- Petitions laid on  
tions from certain Merchants, Planters, Fishermen, Table.  
and other Inhabitants of Harbour Grace, Bay Roberts and Spaniard's Bay, upon the subject of Bait and Fishery Rights.

On motion of the Hon. Mr. Harvey, the Bill Legislative Disa-  
sent up, entiled "An Act to amend the Act 46 Vic., bilities Bill read  
Cap. 19, entitled 'An Act respecting certain Legis- 1st time.  
lative Disabilities,' " was read a first time, and

Ordered,—To be read a second time to-morrow.

On motion made, the House adjourned until Adjourned.  
to-morrow Tuesday, at half-past Four o'clock, P.M.

Tuesday, March 23rd, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of Monday last were read.

Committee on  
 Life Insurance  
 Company's Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Pitts, the House went into Committee on the Bill, entitled "An Act respecting Life Insurance Companies carrying on business in this Island."

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported progress and asked leave to sit again.

Ordered,—That the Report be received.

On motion of the Hon. Mr. Pitts,—

Life Insurance  
 Bill referred to  
 Select Committee

Ordered,—That the Bill entitled "An Act respecting Life Insurance Companies carrying on business in this Island," be referred to a Select Committee of this House, and

Ordered,—That the Honorables Messrs. Pitts, Harvey, Talbot, Monroe and Syme, be a Committee for that purpose.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Ayre, the Amendments on the Bill, sent up, entitled "An Act to amend the Law relating to the Public Health," were read a third time and passed, and the Honorable the President signed the same. Public Health Bill, as amended, passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same with some Amendments and requesting their concurrence.

The Amendments are as follows:—

Amendments.

Amendments made by the Legislative Council in and upon the Bill, sent up, entitled "An Act to amend the Law relating to the Public Health:"

Expunge the second, third, fourth and fifth lines of the first sections; and expunge the words "reasonable times" from the sixth line, same section, and insert in place thereof the following words "or Municipal Act for the purposes of this Act, may at all reasonable times, and shall upon the representation of any Member of a Board of Health, Health Officer, Municipal Supervisor, Inspector, or any Police Constable."

From the fourteenth and fifteenth lines of the same section, expunge the words "Members of the Board of Health, Health Warden, Supervisor, Inspector or Constable."

From the last line, same section, expunge the word "forthwith," and insert in place thereof the words "within twelve hours."

Fourth section, second and third lines, expunge the words "Member of a Board of Health, Health Warden, Supervisor, Inspector or Constable."

Seventh and eighth lines of the same Fourth section, expunge the words "Member of a Board

of Health, Health Warden, Supervisor, Inspector or Constable."

Legislative Disabilities Bill read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Harvey, the Bill sent up, entitled "An Act to amend the Act 46 Victoria, Cap. 19, entitled 'An Act respecting certain Legislative Disabilities,'" was read a second time, and

Ordered,—To be committed to-morrow.

Petitions read and referred to Joint Committee.

Petitions from certain Merchants, Planters, Fishermen and other Inhabitants of Harbor Grace, Bay Roberts and Spaniard's Bay, upon the subject of Bait and Fishery Rights were read, and

On motion of the Hon. Mr. Harvey,—

Ordered,—That the said Petition be referred to the Joint Committee upon the subject of the Fishery arrangement between the Governments of Great Britain and France.

Adjourned.

On motion made, the House adjourned until Friday next, the 26th day of March, at half-past Four o'clock, P. M.

Friday, March 26th, 1886.

The House met pursuant to adjournment. House meets.

PRESENT :

The Honorable Mr. SIEA, *President.*

Members present.

Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of Tuesday, March 23rd, were read.

The Hon. Mr. Ayre, a Member of the Executive Council, by Command of His Excellency the Administrator, laid upon the Table the following Documents :— Documents laid on Table.

Despatch, No. 58, on Labrador Gale and Loss of Life.

Despatch, No. 11, on Appointment of Sir G. W. DesVœux, Governor of Newfoundland.

Despatch, No. 54, on Result of London University Matriculation Examination.

Despatch, No. 62, relating to Products of Fishery of United States, Canada and Newfoundland, with Circular from Boston Fishery Bureau.

Despatches, Nos. 49 and 50, on Appointment of Major Fawcett and Mr. Holt to Constabulary.



Despatch, No. 110, relative to Cape Race Light House Transfer.

Report of Inspector of Church of England Schools for 1885.

Report of Inspector of Wesleyan Schools for 1885.

Committee on  
Legislative Disa-  
bilities Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Harvey, the House went into Committee on the Bill sent up, entitled "An Act to amend the Act 46 Victoria, Cap. 19, entitled 'An Act respecting certain Legislative Disabilities.'" "

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

The Chairman reported the Bill without Amendment.

Ordered,—That the Report be received, and

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

Report of Select  
Committee on  
Life Insurance  
Company Bill.

The Hon. Mr. Pitts from the Select Committee appointed to consider the Bill, entitled "An Act respecting Life Insurance Companies carrying on business in this Island," presented the following Report, which was received and read:—

COMMITTEE ROOM,  
24th March, 1886. }

The Select Committee appointed by the Legislative Council to consider the Bill, entitled "An Act respecting Life Insurance Companies carrying on business in this Island," report that they have considered the matter to them referred, and that

they recommend the adoption of the Bill with certain Amendments which they beg to submit to the Council.

(Signed,) JAMES S. PITTS,  
*Chairman.*  
 T. TALBOT,  
 A. W. HARVEY,  
 M. MONROE,  
 J. SYME.

The Hon. Mr. Pitts, in accordance with the foregoing Report, presented the said Bill as amended, and

On motion of the Hon. Mr. Pitts.

Ordered,—That the House go into Committee of the whole on the said Bill presently. Committee on Insurance Bil.

The Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported the Bill with some Amendments.

Ordered,—That the Report be received, and

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

The Hon. Mr. Harvey laid upon the Table a Petition from Merchants, Planters, Fishermen and other Inhabitants of Heart's Content, upon the subject of Bait Fishery. Petitions laid on Table.

The Hon. Mr. Ayre laid upon the Table a Petition from the Merchants, Planters, Fishermen and other Inhabitants of Carbonear, upon the subject of Bait Fishery.

The Hon. Mr. Monroe gives notice that he will, on to-morrow, ask the Hon. the Representa- Notice of Motion.

tive of the Government, to lay on the Table a Return of all Timber Lands granted in 1885 on the Exploits and Gander Rivers.

Adjourned.

On motion made, the House adjourned until Tuesday next, the 30th March, at half-past Four o'clock, P. M.

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**Tuesday, March 30th, 1886.**

House meets.

The House met pursuant to adjournment.

PRESENT:

Members present. The Honorable Mr. SHEA, *President*.

Honorables Messrs. HARVEY,

TALBOT,

AYRE,

PITTS,

McLOUGHLAN,

MONROE,

SYME,

BOWRING.

Minutes read.

The Minutes of Friday, March 26th, were read.

Legislative Disabilities Bill read 3rd time and passed.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Harvey, the Bill sent up, entitled "An Act to amend the Act, 46 Vic, Cap. 19, entitled 'An Act respecting certain Legislative Disabilities,'" was read a third time and passed, and the Honorable the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without Amendment.

Pursuant to the Order of the Day, the Hon. Mr. Pitts moved that the "Bill respecting Life Insurance Companies carrying on business in this Island," be read a third time.

Whereupon the said Bill was read a third time, and

Ordered,—That the Bill do now pass and be entitled “An Act respecting Life Insurance Companies carrying on business in this Island,” and the Honorable the President signed the same. Life Insurance Bill read 3rd time and passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, informing them that this House had passed the same and requesting concurrence therein.

Pursuant to notice, the Hon. Mr. Monroe asked the Hon. the Representative of the Government to lay on the Table a Return of all Timber Lands granted in 1885 on the Exploits and Gander Rivers. Question asked.

The Hon. Mr. Ayre laid upon the Table the Return asked for.

Upon motion of the Hon. Mr. Ayre, the Petition from Merchants, Planters, Fishermen and other Inhabitants of Carbonear, upon the subject of Bait Fishery was read, and Bait Petition read, and

On motion of the Hon. Mr. Ayre,—

Ordered,—That the said Petition be referred to the Joint Committee upon the subject of the Fishery Arrangement between the Governments of Great Britain and France. Referred to Joint Committee.

On motion of the Hon. Mr. Harvey,—

Ordered,—That the Petition from Merchants, Planters, Fishermen and other Inhabitants of Heart's Content, be referred to the Joint Committee upon the subject of the Fishery Arrangement between the Governments of Great Britain and France. Petition on Bait referred to Joint Committee.

The Hon. Mr. Harvey laid upon the Table a Petition from Merchants, Planters, Fishermen and Petitions laid on Table.

other Inhabitants of Harbor Main District, upon the subject of the Bait Fishery ;

Also, a Petition from Merchants, Planters, Fishermen and other Inhabitants of Clarke's Beach, upon the same subject.

Adjourned.

On motion made, the House adjourned until Thursday next, the 1st day of April, at half-past Four o'clock, P. M.

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**Thursday, April 1st, 1886.**

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. TALBOT,  
 AYRE,  
 McLOUGHLAN,  
 SYME.

Minutes read.

The Minutes of 30th March were read.

Documents laid on Table.

Hon. Mr. Ayre, by command of His Excellency the Administrator of the Government, laid upon the Table the following Documents :—

Report of Surveyor General, with Enclosures, for 1885.

Report of Postal Department, for 1885.

Adjourned.

On motion made, the House adjourned until Monday next, 5th April, at half-past Four, P. M.

Monday, April 5th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. WHITE,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME.

Members present.

The Minutes of April 1st were read.

Minutes read.

The Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the General Recapitulation of Census of Newfoundland and Labrador for 1884.

Document laid on Table.

Deputations from the House of Assembly brought up, for concurrence, a Bill entitled "An Act for the Encouragement of Manufacturing";

Deputations with Bills.

Also, a Bill, entitled "An Act for the Preservation of Game."

The Deputations having retired, the said Bills were severally read a first time, and

Ordered,—To be read a second time to-morrow.

The Hon. Mr. Monroe laid upon the Table a Petition from Merchants, Planters, Fishermen and others, Inhabitants of Clark's Beach, on the subject of Bait Fishery.

Petition laid on Table.

On motion made, the House adjourned until Wednesday next, the 7th of April, at half-past Four o'clock, P. M.

Adjourned .

Wednesday, April 7th, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. HARVEY,  
 AYRE,  
 CLEARY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of April 5th were read.

Preservation of  
Game Bill read  
2nd time.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Syme, the Bill sent up, entitled "An Act for the Preservation of Game," was read a second time, and

Ordered,—To be committed to-morrow.

Manufacturing  
Bill read 2nd  
time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Harvey, the Bill sent up, entitled "An Act for the Encouragement of Manufacturing," was read a second time, and

Ordered,—To be committed to-morrow.

Documents laid  
on Table.

Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the following Documents:—

Allan Contract—Tenders with Correspondence relating to Ocean Service.

Reports of Auditors.

Reports of Western Herring Fishery Protection Service for 1885, by Philip Hubert, Henry

Camp, Henry J. Haddon, G. T. R. Snelgrove, T. Marshall.

Statement of Expenditure for Relief of Poor, 1885.

Report of Savings' Bank, 1885.

Report of Union Bank, 1885.

Report of Commercial Bank, 1885.

The Hon. Mr. Harvey gives notice that he will, on to-morrow, introduce certain Resolutions with reference to the exportation of Bait contrary to the Statutes. Notice of Motion.

Hon. Mr. Monroe laid upon the Table a Petition from Merchants, Planters, Fishermen, and other inhabitants of Bay-de-Verds, on the subject of Bait fishery. Petition laid on Table.

On motion of Hon. Mr. Harvey,—

Ordered,—That the Petitions from the Merchants, Planters, Fishermen, and other Inhabitants of Harbor Main District and Clark's Beach, be referred to the Joint Committee on the subject of the Fishery Arrangements between the Governments of Great Britain and France. Petitions on Fishery Arrangements between Great Britain and France referred to Joint Committee.

On motion made, the House adjourned until to-morrow, Thursday, April 8th, at half-past Four o'clock, P. M. Adjourned.



Thursday, April 8th, 1836.

House meets.

The House met pursuant to adjournment.

PRESENT:

Members present, The Honorable Mr. SHEA, *President*.

Honorables Messrs. WHITE,

HARVEY,

TALBOT,

AYRE,

PITTS,

McLOUGHLAN,

MONROE

SYME,

BOWRING.

Minutes read.

The Minutes of April 7th were read.

Committee on  
Manufacturing  
Bill.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Talbot, the House went into Committee on the Bill sent up, entitled "An Act for the Encouragement of Manufacturing."

Hon. Mr. Bowring in the Chair.

After some time the House resumed.

The Chairman reported the Bill without Amendment.

Ordered,—That the Report be received, and

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

Bait Resolutions  
introduced.

Pursuant to notice, the Hon. Mr. Harvey introduced certain Resolutions with reference to the exportation of Bait contrary to the Statutes, and

On motion of Hon. Mr. Harvey,—

Ordered,—That the debate on the said Resolutions be adjourned until to-morrow.

The Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the following Documents:—

Documents laid on Table.

Report of General Water Company for 1885.

General Water Company Statement for 1885.

Report of Engineer, General Water Company, for 1885.

Report of Superintendent of Fire Brigade for 1885.

Report of Carbonear Water Company for 1885.

Report of Harbor Grace Water Company for 1885.

Report of Thomas P. Withycombe on Pickled Fish Inspection for 1885.

On motion made, the House adjourned until Monday, the 12th April, at half-past Four o'clock, P. M.

Adjourned.

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**Monday, April 12th, 1886.**

The House met pursuant to adjournment.

House meets.

**PRESENT:**

The Honorable Mr. SHEA, *President*.

Member present:

The Hon. the President declared the House adjourned for want of a quorum, until to-morrow, Tuesday, the 13th April, at half-past Four o'clock, P. M.

**Tuesday, April 13th, 1886.**

**House meets.**

The House met pursuant to adjournment.

**PRESENT :**

**Members present.**

The Honorable Mr. SHEA, *President*,  
 Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

**Minutes read.**

The Minutes of Thursday, April 8th, and of Monday, April 12th, were read.

**Manufacturing  
 Bill read 3rd  
 time and passed.**

Pursuant to the Order of the Day, and on motion of Hon. Mr. Talbot, the Bill sent up, entitled "An Act for the Encouragement of Manufacturing," was read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

**Deputation with  
 Message.**

A Deputation from the House of Assembly brought up the following Message :—

**MR PRESIDENT,—**

The House of Assembly acquaint the Legislative Council that they have passed the Amendments made by the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act to amend the Law relating to the Public

Health," with some Amendments, to which they request the concurrence of the Legislative Council.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
7th April, 1886. }

On motion of Hon. Mr. Ayre, the amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council upon the Bill, entitled "An Act to amend the Law relating to the Public Health," were read a first time, and

Amendments on  
Public Health  
Bill read first  
time.

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. Harvey, the House went into Committee on certain Resolutions with reference to the exportation of Bait, contrary to the Statute.

Committee on  
Bait Resolutions.

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported progress, and asked leave to sit again to-morrow.

Ordered,—That the Report be received.

On motion made, the House adjourned until Thursday, the 15th April, at half-past Four o'clock, P. M.

Adjourned.

Thursday, April 15th, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr SHEA, *President*.  
 Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of April 13th, were read.

Committee on  
 Preservation of  
 Game Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Syme, the House went into Committee on the Bill sent up, entitled "An Act for the Preservation of Game."

Hon. Dr. Crowdy in the Chair.

A Message from the House of Assembly being announced, the House resumed.

Deputations with  
 Bills.

Deputations from the House of Assembly brought up, for concurrence, the following Bills:—

A Bill entitled "An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Light House at Cape Race and its appurtenances, and for other purposes connected therewith";

Also, a Bill entitled "An Act to amend the Law relating to the Newfoundland Savings' Bank";

Also, a Bill entitled "An Act to control and regulate the Sale and Use of Poisons."

The Deputations having retired, the Chairman resumed the Chair of the Committee.

After some time the House resumed.

The Chairman reported progress and asked leave to sit again.

Ordered,—That the Report be received.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Harvey, the House went into Committee on the Resolutions with reference to the exportation of Bait, contrary to the Statutes. Committee on Bait Resolutions.

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported progress and asked leave to sit again.

Ordered,—That the Report be received.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Light House at Cape Race and its appurtenances, and for other purposes connected therewith," was read a first time, and Light House Bill read first time.

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. White, the Bill sent up, entitled "An Act to amend the Law relating to the Newfoundland Savings' Bank," was read a first time, and Savings' Bank Bill read first time.

Otdered,—To be read a second time to-morrow.

On motion of Hon. Mr. Crowdy, the Bill sent up, entitled "An Act to control and regulate the Poisons Bill read first time.

Sale and Use of Poisons," was read a first time, and

Ordered,—To be read a second time to-morrow.

Documents laid  
on Table.

Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the following Documents:—

Medical Report Labrador, 1885.

Report of Examiner-in-Chief "Masters and Mates," 1885.

Report of Government Engineer on the Sanitary condition of St. John's, 1885.

Report of A. M. Mackay on Telegraph Extension, 1885.

Report of Newfoundland Tobacco Works, 1885.

Report of Furniture and Moulding Co., 1885.

Report of St. John's Nail Manufacturing Co., 1885.

Report of Newfoundland Consolidated Copper Mining Company, 1885.

Notice of Motion.

The Hon. Mr. McLoughlan gives notice that he will, on to-morrow, ask the Hon. the Representative of the Government to lay on the Table of the House the Correspondence relating to Coastal Steam Contract.

Adjourned.

On motion made, the House adjourned until to-morrow, Friday, at half-past Four o'clock, P. M.

Friday, April 16th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of Tuesday last were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Syme, the Bill sent up, entitled "An Act for the Preservation of Game," was committed to a Committee of the whole House.

Committee on Preservation of Game Bill.

The Hon. Mr. Crowdy in the Chair.

After some time the House resumed.

The Chairman reported the Bill with some amendments.

Ordered,—That the Report be received, and

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

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council upon the Bill sent up, entitled "An Act to amend the Law

Amendments on Public Health Bill read 2nd time.



relating to the Public Health" having been read throughout a second time, were, upon the question being put thereon, agreed to by the House.

**Amendments.**

The Amendments are as follows:—

Amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council upon the Bill sent up, entitled "An Act to amend the Law relating to the Public Health:"

Before the word "Municipal," at the commencement of the sixth line of the Legislative Council's amendment, insert the words "St John's," and after the words "this Act," at the end of said line, insert the words "or any Police Constable."

Instead of the word "twelve" in the seventeenth line of said Amendments, insert the words "twenty-four";

Expunge the words "Inspector or Constable" at the end of first page.

Ordered,—That a message be sent to the House of Assembly informing them that this House concurs in the Amendments in and upon the said Bill.

**Committee on  
Bait Resolutions.**

Pursuant to the Order of the Day, and on motion of Hon. Mr. Harvey, the House went into Committee on the Resolutions with reference to the exportation of Bait, contrary to the Statutes.

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported progress and asked leave to sit again.

Ordered,—That the Report be received.

**Adjourned.**

On motion made, the House adjourned until Monday next, the 19th April, at half-past Four o'clock, P. M.

Monday, April 19th, 1886.

The House met pursuant to adjournment. House meets.

PRESENT:

<p>The Honorable Mr. SHEA, <i>President</i>                  Honorables Messrs. WHITE,                  HARVEY,                  TALBOT,                  AYRE,                  CROWDY,                  PITTS,                  McLOUGHLAN,                  MONROE,                  SYME,                  BOWRING.</p>	<p>Members present.</p>
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The Minutes of Friday last were read. Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Syme, the Bill sent up, entitled "An Act for the preservation of Game," as amended, was read a third time and passed, and the Hon. the President signed the same. Preservation of Game Bill read 3rd time and passed.

Ordered,—That the said Bill, as amended, be sent to the House of Assembly, with message, that this House had passed the same with some amendments, and requesting concurrence therein.

The Amendments are as follows:—

Amendments made by the Legislative Council in and upon the Bill sent up from the House of Assembly, entitled "An Act for the preservation of Game": Amendments.

Expunge the first and second Sections and insert in place thereof the following:

1st.—No person shall hunt, kill, wound, take, sell, purchase or give away, or have in his posses-

sion any Willow Grouse, commonly called "Partridge," or any other kind of Grouse, or any other Wild or Migratory Bird, (excepting Wild Geese), or the Eggs of any such Birds within this Colony from the passing of this Act until the fifteenth day of September in this present year, or between the twelfth day of January and the fifteenth day of September in each succeeding year.

2nd.—No person shall hunt, kill, wound, or take any Deer within the Peninsula of Avalon from the passing of this Act until the fifteenth day of September, which will be in the year of our Lord One thousand eight hundred and eighty-eight, under a penalty not exceeding        Dollars, nor less than        Dollars for every offence against this Act.

3rd.—Any person within the Peninsula of Avalon selling, or exposing for sale, purchasing or giving away, or being in possession of any Deer or Venison, and charged with an offence against this Act, shall be deemed to be guilty of the same unless he prove that such Deer or Venison aforesaid were killed or taken otherwise than within the limits or dates aforesaid.

4th.—Nothing in this Act contained shall extend to any poor Settler who shall kill any Game for his own immediate consumption or that of his family.

Re-number the last two Sections 5 and 6.

Document laid  
on Table.

Hon. Mr. Ayre, by command of His Excellency the Administrator, laid upon the Table the following Documents:—

Correspondence relating to the transfer of Cape Race Light House and property to the Dominion of Canada.

Lighthouse Bill  
read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Ayre, the Bill sent up, en-

titled "An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Light-house at Cape Race and its appurtenances, and for other purposes connected therewith," was read a second time, and

Ordered,—To be committed to-morrow.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. White, the Bill sent up, entitled "An Act to amend the Law relating to the Newfoundland Savings' Bank," was read a second time, and

Savings' Bank  
Bill read 2nd  
time.

Ordered,—To be committed to-morrow.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Crowdy, the Bill sent up, entitled "An Act to control and regulate the Sale and Use of Poisons," was read a second time, and

Poisons Bill read  
2nd time.

Ordered,—To be committed to-morrow.

Pursuant to notice, Hon. Mr. McLoughlan asked the Hon. the Representative of the Government to lay on the Table of the House the Correspondence relating to the Coastal Steam Contract.

Question asked.

Hon. Mr. Ayre replied that the Correspondence asked for was in course of preparation.

Reply.

Hon. Mr. Harvey gives notice that he will, on to-morrow, ask the Hon. the Representative of the Government to lay on the Table the particulars of the Census taken within the limits of the Town of St. John's, as defined in the St. John's Re-building Act, asked for during the last Session; also to say when the Census, *in extenso*, will be in the hands of Members.

Notices of Motion

Hon. Mr. Harvey gives notice that he will, on to-morrow, ask the Hon. the Representative of the Government whether the Railway Company have applied for or received the Lands to which they are

entitled on the line of Railroad to Harbor Grace, and if so, to lay on the Table a Statement of such Lands.

Also, to ask if any other applications, and what they are, and by whom made, for land on same line of road, and what answer has been returned thereto.

Adjourned.

On motion made, the House adjourned until to-morrow, Tuesday, at half-past Four o'clock, P.M.

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**Tuesday, April 20th, 1836.**

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.

Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 CROWDY,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of Monday last were read.

Committee on  
Lighthouse Bill.

Pursuant to the Order of the day, and on motion of the Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Light-house at Cape Race and its appurtenances, and for other purposes connected therewith."

Hon. Mr. Syme in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

Pursuant to the Order of the Day, and on motion of Hon. Mr. White, the Bill sent up, entitled "An Act to amend the Law relating to the Newfoundland Savings' Bank," was committed to a Committee of the whole House. Savings' Bank Bill committed.

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

Pursuant to the Order of the Day, and on motion of Hon. Mr. Crowdy, the House went into Committee on the Bill sent up, entitled "An Act to control and regulate the Sale and Use of Poisons." Committee on Poisons Bill.

Hon. Mr. Bowring in the Chair.

After some time the House resumed.

The Chairman reported the Bill with some amendments.

Ordered,—That the Report be received, and

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

Pursuant to the Order of the Day, Hon. Mr. Harvey moved that the House go into Committee Motion to go in Committee on Bait Resolutions.

of the Whole upon the Resolutions with reference to the exportation of Bait contrary to the Statutes, when there appeared—

	<i>Content :</i>	<i>Non-Content :</i>
Division.	Hon. Messrs. Harvey, Ayre, Monroe, Pitts, Syme.	Hon. Messrs. Crowdy, White, McLoughlan, Bowring.

So it passed in the affirmative, and

Ordered,—That the House go into Committee of the Whole upon the said Resolutions.

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported that the Committee had passed the following Resolutions:—

Resolutions.

Whereas by Act 42nd Victoria, Cap. 2, Section 4, it is enacted that the owners, masters and other persons managing or controlling vessels conveying herrings in bulk between the 20th day of October in any year and the 18th day of April in the following year, shall be deemed to have hauled, caught or taken such herring contrary to the provisions of Chapter One hundred and two of the Consolidated Statutes, as amended by the said above recited Act Thirty-nine Victoria, Chapter Six, and by this Act, unless such owner, master or other person aforesaid shall make proof to the contrary before a Justice of the Peace.

And whereas by the above quoted Act our fishermen and shipowners have been, and practically are, debarred from conveying herring for bait purposes from our shores before the eighteenth day of April in each year.

And whereas a very large number of the French fishing vessels, amounting to over one hundred sail, have, between the first and twelfth days of April inst., entered harbors on the South-west part of our Coast where they possess no fishing privileges and have procured herring and carried them away in bulk, thus defeating the intention of the said Act for the protection of the Herring fishery, and doing that from which British vessels are debarred.

Resolutions—  
(Continued.)

And whereas the most vital clause in the arrangement between the English and French Governments, and the one to which the greatest importance is attached by the French, and which they are most urgent that they Legislature of Newfoundland should assent to, is as follows: Article 17—French fishermen shall have the right to purchase Bait, both herring and caplin, on shore or at sea, on the shores of Newfoundland, free from all duty or restrictions subsequent to the 5th of April in each year and up to the close of the fishing season.

And whereas it is abundantly clear from the foregoing clause that both the English and French Governments, equally with this Colony, understand that at present the French have no right to obtain herring bait from this Island before the 17th April.

Therefore Resolved,—That this Council, considering the conduct of the French fishing fleet in this matter, has been in violation of the clearest understanding of the rights of this Colony within its territorial waters, strenuously protest against the same, and request that His Excellency the Administrator in Council will be pleased to bring this evasion of our local Statutes to the notice of the Imperial Government, to the intent that Her Majesty's Government may make such representations to the Government of France as shall prevent a re-



Resolutions—  
(Continued.) petition of the Acts complained of, and to which, if persisted in, this Colony will be compelled to offer every resistance within its power.

Hon. Mr. Harvey moved that the Report be received; and the House dividing thereon, there appeared—

	<i>Contents :</i>	<i>Non-Contents :</i>
Division.	Hon. Messrs. White, Harvey, Ayre, Monroe, Pitts, Syme.	Hon. Messrs. Talbot, Crowdy, McLoughlan, Bowring,

So it passed in the affirmative, and

Ordered,—Accordingly.

Hon. Mr. Harvey moved that the Resolutions do now pass, and that the following Address be presented to His Excellency the Administrator of the Government:—

Address.

*To His Excellency Sir FREDERIC BOWKER  
TERRINGTON CARTER, Knight Comman-  
der of the Most Distinguished Order of  
St. Michael and St. George, Adminis-  
trator of the Government in and over  
the Island of Newfoundland and its  
Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY;—

The Legislative Council have passed the accompanying Resolutions protesting against the action of the French fishing fleet within the Territorial waters of this Colony.

The Council respectfully request your Excellency will be pleased to transmit the Resolutions to Her Majesty's Principal Secretary of State for

the Colonies, with such observations as your Excellency may think expedient in reference to so important a subject.

(Signed,)

E. D. SHEA,  
*President.*

Council Chamber,  
20th April, 1886. }

And the House dividing thereon, there appeared—

*Contents :*

Hon. Messrs. White,  
Harvey,  
Ayre,  
Pitts,  
McLoughlan,  
Monroe,  
Syme.

*Non-Contents :*

Hon. Messrs. Talbot, Division.  
Crowdy,  
Bowring.

So it passed in the affirmative, and

Ordered,—Accordingly.

Ordered,—That the Hon'bles Messrs. Harvey and Ayre be a Deputation to present the said Address to His Excellency the Administrator.

Pursuant to notice, Hon. Mr. Harvey asked the Hon. the Representative of the Government to lay on the Table the particulars of the Census taken within the limits of the Town of St. John's, as defined in the St. John's Re-building Act, asked for last Session; also, to say when the Census, *in extenso*, will be in the hands of Members. Question asked.

Hon. Mr. Ayre replied.

Reply.

Pursuant to notice, Hon. Mr. Harvey asked the Hon. the Representative of the Government whether the Railway Company have applied for or received the lands to which they are entitled on the Questions asked.

line of Railroad to Harbor Grace, and if so, to lay on the Table a Statement of such Lands ;

Also, asked if any other applications, and what they are, and by whom made, for land on same line of road, and what answer has been returned thereto.

Rep'y.

Hon. Mr. Ayre replied.

Hon. Mr. McLoughlan gives notice that he will, on to-morrow, ask leave to introduce a Bill for the Regulation of the Seal Fishery.

Adjourned.

On motion made, the House adjourned until Tuesday next, the 27th day of April, at half-past Four o'clock, P. M.

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**Tuesday, April 27th, 1886.**

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. WHITE,  
 HARVEY,  
 TALBOT,  
 AYRE,  
 MCLOUGHLAN,  
 MONROE,  
 BOWRING.

Minutes read.

The Minutes of the 20th April were read.

Lighthouse Bill  
 read 3rd time  
 and passed.

Pursuant to the Order of the Day, and on motion of Hon Mr. Ayre, the Bill sent up, entitled "An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Light House at Cape Race and its appurtenances, and for other purposes connected therewith," was

read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without Amendment.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. White, the Bill sent up, entitled "An Act to amend the Law relating to the Newfoundland Savings' Bank," was read a third time and passed, and the Hon. the President signed the same.

Savings' Bank  
Bill read 3rd  
time and passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without Amendment.

Hon. Mr. Ayre laid upon the Table certain Statistics as to Census, &c., as asked for by the Hon. Mr. Harvey.

Census Statistics  
laid on Table.

Hon. Mr. Ayre, by command of His Excellency the Governor, laid upon the Table :

Documents laid  
on Table.

Report on Salmon Rivers, Notre Dame Bay and limits, established and defined by Richard P. Rice, 1885.

Report on Fisheries by R. P. Rice, 1885.

Report Coast Guard at St. John, by Henry Knight, 1885.

Report of Newfoundland Steam Tug Company, 1885.

Report of Masonic Hall Joint Stock Company, 1885.

Report of Harbor Master, 1885.

Report of Inspector Weights and Measures, 1885.

Deputation with  
Message.

Deputation from House of Assembly brought up the following Message:—

MR. PRESIDENT,—

The House of Assembly acquaint the Legislative Council that they have appointed a Committee of Nine Members to take into consideration the relations of this Colony with the United States of America on the expiry of the Treaty of Washington, and further to consider the question of Bait to Foreign Nations, and to request Your Honorable House to appoint a Committee so appointed.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

HOUSE OF ASSEMBLY, }  
27th April, 1886. }

On motion of Hon. Mr. Ayre,—

Ordered,—That a Committee be appointed to co-operate with the Committee of the Assembly on the subject of the said Message, and that Hon. Messrs. Harvey, Pitts, Monroe, Syme and Bowring, form said Committee, and

Ordered,—That a Message be sent to the House of Assembly acquainting them that this House concurs in the Message of to-day, and that the above-named form said Committee.

Petition laid on  
Table.

Hon. Mr Talbot laid upon the Table a Petition from H. L. McCarty, Richard Pike and others, British subjects, inhabitants of St. John's, on the subject of the arrangement with the French respecting Fisheries question.

Adjourned.

On motion made, the House adjourned until Thursday next, the 29th of April instant, at half-past Four o'clock, P. M.

Thursday, April 29th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. HARVEY,  
 TALBOT,  
 AYRE,  
 PITTS,  
 CROWDY,  
 McLOUGHLAN,  
 MONROE.

Members present.

The Minutes of the 27th April were read.

Minutes read.

The Hon. the President informed the House that he had received from Lady Glover the following letter in reply to the Resolution of Condolence :

President informs House that he received a reply from Lady Glover to Resolution of Condolence.

111, SLOANE STREET,  
 April 8th, 1886. }

SIR,—

I have the honor to acknowledge the receipt of your letter of the 11th February, enclosing a copy of a Resolution passed by the Legislative Council of Newfoundland. I would ask you to be so kind as to convey to the Members of that House my sincere and heartfelt thanks for their kind and generous expressions with reference to the death of one so dear to me, and also for the cordial expressions of sympathy, very welcome to me in my sad bereavement.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,) E. R. GLOVER.

The Hon. the President  
 of the Legislative Council.

Petition read.

On motion of the Hon. Mr. Talbot, the Petition from H. L. McCarty, Richard Pike and others, was read, and

On motion, referred to the Joint Committee on French Arrangement.

Amendments on Poisons Bill read 3rd time and passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Crowdy, the Amendments on the Bill sent up, entitled "An Act to control and regulate the Sale and Use of Poisons," were read a third time and passed, and the Hon. the President signed the same.

Ordered,—To be sent to the House of Assembly, with message that this House had passed the same with some amendments, and requesting their concurrence.

Deputation with Bill.

A Deputation from the House of Assembly brought up, for concurrence, a Bill entitled "An Act for the Promotion of Agriculture," which was read a first time, and

Ordered,—To be read a second time to-morrow.

Document laid on Table.

Hon. Mr. Ayre, by command of His Excellency the Governor, laid on the Table—

Correspondence and Tenders in relation to Local Coastal Steam.

Adjourned.

On motion made, the House adjourned until Monday next, 3rd May instant, at half-past Four o'clock, P. M.

E. K. GLOVER

The Hon. the President  
of the Legislative Council.

Monday, May 3rd, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. TALBOT,

PITTS,

AYRE,

McLOUGHLAN,

SYME,

BOWRING.

The Minutes of April 29th were read.

Minutes read.

Hon. Mr. McLoughlan's notice for leave to introduce a Bill for the better regulation of the Seal Fishery," by leave, withdrawn.

Notice of motion withdrawn.

Deputations from the House of Assembly brought up, for concurrence, a Bill, entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies ;"

Deputations with Revenue Bill and Amendments on Preservation of Game Bill.

Also, Amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council in and upon the Bill, entitled "An Act for the Preservation of Game."

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies," was read a first time, and

Revenue Bill read 1st time.

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. Syme, the amendments made by the House of Assembly on the Council's amendments on the Bill sent up, entitled "An Act

Amendments on Preservation of Game Bill read 1st time.



for the Preservation of Game," were read a first time, and

Ordered,—To be read a second time to-morrow.

Adjourned.

On motion made, the House adjourned until Wednesday next, the 5th May, instant, at half-past Four o'clock, P. M.

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Wednesday, May 5th, 1886.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. SHEA, *President*.

Honorables Messrs. HARVEY,  
TALBOT,  
AYRE,  
CROWDY,  
PITTS,  
McLOUGHLAN,  
SYME,  
BOWRING.

Minutes read.

The Minutes of 3rd May were read.

Deputations with Bill.

Deputations from the House of Assembly brought up, for concurrence, a Bill entitled "An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the service of the Colony";

Also, a Bill entitled "An Act to amend Title XVI, Chapter 58, of the Consolidated Statutes, entitled 'Of the Salaries of certain Officers,' and an Act passed in the 38th year of the Reign of Her present Majesty, Chapter 17, entitled 'An Act

to amend Title XVI, Chapter 58, of the Consolidated Statutes.' ”

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled “An Act for the promotion of Agriculture,” was read a second time, and

Agricultural Bill  
read 2nd time.

Ordered,—To be committed to-morrow.

On motion made, the House adjourned until Thursday, the 6th of May, instant, at half-past Four o'clock, P. M.

Adjourned.

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**Thursday, May 6th, 1886.**

The House met pursuant to adjournment.

House meets. }

PRESENT:

The Honorable Mr. SHEA, *President*,  
 Honorables Messrs. HARVEY,  
 TALBOT,  
 AYRE,  
 McLOUGHLAN,  
 MONROE,  
 BOWRING.

Members present.

The Minutes of 5th of May were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled “An Act for the promotion of Agriculture.”

Committee on  
Agricultural Bill.

Hon. Mr. Syme in the Chair.

A message from the House of Assembly being announced, the House resumed.

Deputations with  
Bills.

Being admitted, Deputations brought up, for concurrence, a Bill entitled "An Act to amend the Law relating to Contracts and employment in connection with the Fishery;" and Amendments made by the House of Assembly in and upon the amendments made by the Legislative Council in and upon the Bill sent up, entitled "An Act to control and regulate the Sale and Use of Poisons."

The Deputations having retired, the Chairman resumed the Chair of the Committee.

After some time the House resumed.

The Chairman reported that they had gone through the Bill, and had passed the same with an Amendment.

Ordered—That the Report be received, and

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

Revenue Bill  
read 2nd time.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies," was read a second time, and

Ordered,—To be committed to-morrow.

Preservation of  
Game Bill read  
3rd time and  
passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Syme, the Amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council in and upon the Bill sent up, entitled "An Act for the Preservation of Game," were read a second time and passed, and the Hon. the President signed the same, and

Ordered,—To be sent to the House of Assembly, with message, that this House had passed the same without amendment.

On motion of Hon. Mr. Ayre, the Bill sent up, Indemnity Bill  
read 1st time. entitled "An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a first time, and

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. Ayre, the Bill sent up, Salaries' Bill  
read first time. entitled "An Act to amend Title XVI., Chapter 58, of the Consolidated Statutes, entitled 'Of the Salaries of certain Officers,' and an Act passed in the 38th year of the Reign of Her present Majesty, Chapter 17, entitled 'An Act to amend Title XVI., Chapter 58, of the Consolidated Statutes,'" was read a first time, and

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. Monroe, the Bill sent up, Fishery Bill  
read first time. entitled "An Act to amend the Law relating to Contracts and employment in connection with the Fishery," was read a first time, and

Ordered,—To be read a second time to-morrow.

On motion of Hon. Mr. Monroe, the Amendments made by the House of Assembly in and upon the Amendments made by the Legislative Council in and upon the Bill sent up, Amendments on  
sale and use of  
Poisons Bill  
read a first time. entitled "An Act to control and regulate the Sale and Use of Poisons," was read a first time, and

Ordered,—To be read a second time to-morrow.

Hon. Mr. Harvey gives notice that he will, on Notice of motion. to-morrow, ask the Hon. the Representative of the Government whether, in the event of the St. John's Municipal Bill not becoming Law during the present Session, it is the intention of the Executive Council to make any arrangement for the better lighting of the Town of St. John's.

Adjourned.

On motion made, the House adjourned until to-morrow, Friday, 7th May, instant, at half-past Four o'clock, P. M.

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**Tuesday, May 7th, 1886.**

House meets:

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. HARVEY,  
 TALBOT,  
 CROWDY,  
 PITTS,  
 AYRE,  
 MCLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Minutes read.

The Minutes of the 6th May were read.

Amendment on promotion of Agriculture Bill read third time and passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr Ayre, the Amendment on the Bill sent up, entitled "An Act for the Promotion of Agriculture," was read a third time and passed, and the Hon. the President signed the same.

Ordered,—To be sent to the House of Assembly, with message, requesting their concurrence.

Amendment.

The Amendment is as follows —

At the end of the Bill, insert the following as the 22nd Section:—

XXII.—The Twenty-third Section of the Act passed in the 47th year of the Reign of Her present

Majesty, Chapter Two, entitled "An Act to amend and Consolidate the several Acts respecting the Crown Lands of Newfoundland," is hereby repealed.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize," imported into this Colony and its Dependencies." Committee on Revenue Bill.

Hon. Mr. Crowdy in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

A Deputation from the House of Assembly brought up, for concurrence, a Bill entitled "An Act to amend the Laws relating to Coast Fisheries." Deputations with Bill.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a second time, and Indemnity Bill read 2nd time.

Ordered,—To be committed to-morrow.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to amend Title XVI., Chapter 58, of the Consolidated Statutes, entitled 'Of the Salaries of certain Officers,' and an Act passed in the 38th year of the Reign of Her present Majesty, Chapter 17, entitled 'An Act to amend Title XVI., Chapter 58," Salaries' Bill read 2nd time.

of the Consolidated Statutes,'” was read a second time, and

Ordered,—To be committed to-morrow.

Fishery Bill  
read 2nd time.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Monroe, the Bill sent up, entitled “An Act to amend the Law relating to Contracts and employment in connection with the Fishery,” was read a second time, and

Ordered,—To be committed to-morrow.

Amendments on  
Poisons Bill  
read 2nd time  
and passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Crowdy, the amendments made by the House of Assembly on the Council’s amendments on the Bill sent up, entitled “An Act to control and regulate the Sale and Use of Poisons,” was read a second time and passed, and the Hon. the President signed the same.

Ordered,—To be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Coast Fisheries  
Bill read 1st  
time.

On motion of Hon. Mr. Bowring, the Bill sent up, entitled “An Act to amend the Laws relating to the Coast Fisheries,” was read a first time, and

Ordered,—To be read a second time to-morrow.

Question asked.

Pursuant to notice, Hon. Mr. Harvey asked the Hon. the Representative of the Government whether, in the event of the St. John’s Municipal Bill not becoming Law during the present Session, it is the intention of the Executive Council to make any arrangement for the better lighting of the Town of St. John’s.

Reply.

Replied to.

Adjourned.

On motion made, the House adjourned until Monday next, the 10th of May inst., at half-past Four o’clock, P. M.

Monday, May 10th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.  
 Honorables Messrs. HARVEY,  
 TALBOT,  
 AYRE,  
 PITTS,  
 McLOUGHLAN,  
 MONROE,  
 SYME,  
 BOWRING.

Members present.

The Minutes of May 7th were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported into this Colony and its Dependencies," was read a third time and passed, and the Hon. the President signed the same.

Revenue Bill  
 read 3rd time  
 and passed.

Ordered,—To be sent to the House of Assembly, with message, that this House had passed the same without Amendment.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony."

Committee on  
 Indemnity Bill.

Hon. Mr. Talbot in the Chair.

After some time the House resumed.



The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

Committee on  
Salaries' Bill.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act to amend Title XVI, Chapter 58, of the Consolidated Statutes, entitled 'Of the Salaries of certain Officers,' and an Act passed in the 38th year of the Reign of Her present Majesty, Chapter 17, entitled 'An Act to amend Title XVI, Chapter 58, of the Consolidated Statutes.'"

Hon. Mr. Monroe in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

Committee on  
Fishery Bill.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Monroe, the House went into Committee on the Bill sent up, entitled "An Act to amend the Law relating to Contracts and employment in connection with the Fishery."

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

On motion of Hon. Mr. Bowring, the Bill sent up, entitled "An Act to amend the Laws relating to the Coast Fisheries," was read a second time, and

Coast Fisheries  
Bill read a 2nd  
time.

Ordered,—To be committed to-morrow.

Hon. Mr. Syme presented a Petition from John Goodison, Ambrose Young and others, British subjects, inhabitants of Heart's Content, on the subject of the Fisheries Arrangement, which was laid on the Table.

Petition laid on  
Table.

On motion made, the House adjourned until to-morrow, Tuesday, the 11th of May, instant, at half-past Four o'clock, P. M.

Adjourned.

**Tuesday, May 11th, 1886.**

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.  
Honorable Messrs. TALBOT,  
AYRE,  
CROWDY,  
McLOUGHLAN,  
SYME.

Members present.

The Minutes of May 10th were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a third time and passed, and the Hon. the President signed the same.

Indemnity Bill  
read 3rd time  
and passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Salaries' Bill  
read 3rd time  
and passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to amend Title XVI., Chapter 58, of the Consolidated Statutes, entitled 'Of the Salaries of certain Officers,' and an Act passed in the 38th year of the Reign of Her present Majesty, Chapter 17, entitled 'An Act to amend Title XVI., Chapter 58, of the Consolidated Statutes,'" was read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Fishery Bill  
read 3rd time  
and passed.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Syme, the Bill sent up, entitled "An Act to amend the Law relating to Contracts and employment in connection with the Fishery," was read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Petition read.

On motion of Hon. Mr. Syme, the Petition from John Goodison, Ambrose Young, and others, inhabitants of Heart's Content, on the subject of the Fisheries Arrangement, was read, and referred to the Joint Committee on the subject.

Adjourned.

On motion made, the House adjourned until to-morrow, Wednesday, the 12th of May, inst., at half-past Four o'clock, P. M.

Wednesday, May 12th, 1886.

The House met pursuant to adjournment.

House meets:

PRESENT:

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. HARVEY,  
TALBOT,  
AYRE,  
PITTS,  
McLOUGHLAN,  
MONROE,  
SYME,  
BOWRING.

The Minutes of May 11th were read.

Minutes read.

A Deputation from the House of Assembly brought up the following Message:

Deputation with Message.

MR. PRESIDENT,—

The House of Assembly beg to acquaint the Legislative Council that they have passed the following Resolutions, to which they respectfully request their concurrence:—

*Resolved*,—That it be an instruction to the Joint Committee upon the arrangement pending with the French Republic, in respect of a portion of this Coast, that the said Committee have power and permission to communicate with His Excellency the Governor directly upon matters of Imperial policy touching the subject matters to them referred.

*Resolved*,—That the Hon. the Legislative Council be requested by message to concur with this House in a similar Resolution.

(Signed, ALEX. J. W. McNEILY,  
*Speaker*.)

House of Assembly,  
May 12th, 1886. }

The Deputation then retired.

On motion of Hon. Mr. Ayre,—

Message.

Ordered,—That the following Message be sent to the House of Assembly:

Mr. SPEAKER,—

The Legislative Council acquaint the House of Assembly that they concur in the Resolution of the Assembly—

That it be an instruction to the Joint Committee upon the arrangement pending with the French Republic, in respect of a portion of this Coast, that the said Committee have power and permission to communicate with His Excellency the Governor, directly, upon matters of Imperial policy, touching the subject matters to them referred.

(Signed,)

E. D. SHEA,

*President.*

Council Chamber,  
12th May, 1886. }

Adjourned.

On motion made, the House adjourned until to-morrow, Thursday, the 13th May, inst., at half-past Four o'clock, P. M.

Thursday, May 13th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. HARVEY,

TALBOT,

AYRE,

PITTS,

McLOUGHLAN,

MONROE,

SYME,

BOWRING.

The Minutes of May 12th were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Bowring, the House went into Committee on the Bill sent up, entitled "An Act to amend the Law relating to the Coast Fisheries of this Colony."

Committee on  
Coast Fisheries  
Bill.

Hon. Mr. McLoughlan in the Chair.

A Message from the House of Assembly being announced, the House resumed.

Being admitted,—a Deputation brought up, for concurrence, a Bill 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-six, and for other purposes."

Deputation with  
Supply Bill.

The Deputation having retired, the Chairman resumed the Chair of the Committee.

After some time the House resumed.

Supply Bill read  
a 1st time.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty a Sum of Money for defraying the expenses of the Civil Government of this Colony, for the year ending the Thirty-first day of December, One thousand eight hundred and eighty-six, and for other purposes," was read a first time, and

Ordered,—To be read a second time to-morrow.

Notices of Motion

Hon. Mr. Ayre gives notice that he will, on to-morrow, move the suspension of the 35th Rule of this House in relation to all Bills and other business for the remainder of the present Session.

Hon. Mr. Harvey gives notice that he will, on to-morrow, move the following Resolution:—

Whereas by the Act 44th Victoria, Chapter 2, a Contract was entered into by the Syndicate Company and the Government of Newfoundland, whereby the said Company agreed to complete the Newfoundland Railway from St. John's to Hall's Bay within five years; and whereas the said five years expired on the 20th day of April last; and whereas the said Company have entirely failed to fulfil the above-mentioned Contract with this Government;

*Therefore Resolved*,—That in view of the above recorded default of the said Company, all payments and other concessions promised by this Colony, according to the terms of the said Act, should from the present date cease and determine.

Adjourned.

On motion made, the House adjourned until to-morrow, Friday, the 14th of May instant, at half-past Four o'clock, P. M.

Friday, May 14th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable Mr. SHEA, *President.*

Members present.

Honorables Messrs. HARVEY,

TALBOT,

AYRE,

CROWDY,

PITTS,

McLOUGHLAN,

SYME,

BOWRING.

The Minutes of May 13th were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty a Sum of Money for defraying the expenses of the Civil Government of this Colony, for the year ending the Thirty-first day of December, One Thousand Eight Hundred and Eighty-six, and for other purposes," was read a second time.

Supply Bill read  
a 2nd time.

Pursuant to notice and on motion of Hon. Mr. Ayre,—

Ordered,—That the 35th Rule of this House be suspended in relation to all Bills and other business for the remainder of the present Session.

35th Rule  
suspended.

On motion of Hon. Mr. Ayre the House went into Committee on the Bill sent up, entitled "An Act for Granting to Her Majesty a Sum of Money for defraying the expenses of the Civil Government of this Colony, for the year ending the Thirty-first day of December, One Thousand Eight Hundred and Eighty-six, and for other purposes."

Committee on  
Supply Bill.



Hon. Mr. Pitts in the Chair.

A Message from the House of Assembly being announced, the House resumed.

Being admitted,—a Deputation brought up the following Message :—

MR. PRESIDENT,—

Message:

The House of Assembly acquaint the Legislative Council that they have passed the amendments made by the Legislative Council in and upon the Bill sent up from the Assembly, entitled "An Act for the promotion of Agriculture," without amendment.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
13th May, 1886. }

The Deputation having retired, the Chairman resumed the Chair of the Committee.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

Adjourned.

On motion made, the House adjourned until Monday next, the 17th of May instant, at half-past Four o'clock, P. M.

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Monday, May 17th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable Mr. SHEA, *President*.

Members present:

Honorables Messrs. HARVEY,  
 AYRE,  
 CROWDY,  
 CLEARY,  
 MONROE,  
 SYME,  
 BOWRING.

The Minutes of May 14th were read.

Minutes read.

Pursuant to the Order of the Day, and on motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty a Sum of Money for defraying the expenses of the Civil Government of this Colony for the year ending the 31st day of December, 1886, and for other purposes," was read a third time and passed, and the Hon. the President signed the same.

Supply Bill read a 3rd time and passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Deputations from the House of Assembly brought up the following Message:—

Deputations with Messages and Bill.

MR. PRESIDENT,—

The House of Assembly beg to acquaint the Legislative Council that they have passed the accompanying Address and request the concurrence of the Council thereto.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly,  
 May 17th, 1886. }

Also a Bill, entitled "An Act to make provision for the Liquidation of certain existing Liabilities of the Colony, and for other purposes";

Also the following Message :

MR. PRESIDENT,—

The House of Assembly beg to acquaint the Legislative Council that they have passed the accompanying Address and request the concurrence of the Council therewith.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
May 17th, 1886. }

The following is the Address :—

Address:

*To His Excellency Sir GEORGE WILLIAM DES VŒUX, Knight Commander 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 subject of the necessity for a Consolidation of the Statute Law of this Colony, beg to recommend that your Excellency will be pleased to take such steps as may be necessary to having the work of such Consolidation proceeded with, and this House will make provision for the cost thereof.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

May 15th, 1886.

And then the Deputations retired.

Pursuant to notice, Hon. Mr. Harvey moved the following Resolution:—

Whereas by Act 44th Victoria, Chapter 2, a Resolution on Railway Contract. Contract was entered into between the Syndicate Company and the Government of Newfoundland, whereby the said Company agreed to complete the Newfoundland Railway from St. John's to Hall's Bay within five years; and whereas the said five years expired on the 20th day of April last; and whereas the said Company have entirely failed to fulfil the above-mentioned Contract with this Government.

*Therefore Resolved*,—That in view of the above recorded default of the said Company, this House is of opinion that the Government would be entirely justified in refusing to the Company in the future all payments and concessions provided for by the terms of the said Act, without the fullest assurance that the Company is legally entitled to the same.

The question being put from the Chair, and the House dividing thereon, there appeared for the motion—seven; against the motion—three:

*Contents:*

*Non-Contents:*

Hon. Messrs. Harvey, Talbot, Ayre, Crowdy, Pitts, McLoughlan, Monroe.	Hon. Messrs. Cleary, Syme, Bowring.	Division.
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So it passed in the affirmative, and

Ordered,—Accordingly.

The Hon. Mr. Harvey, Chairman of Joint Report of Joint Committee on Fishery rights read. Committee of the Legislative Council and House of Assembly, appointed to consider and report upon the arrangement made between Her Majesty's

Government and the Republic of France in reference to Fishery rights, presented the following Report, which was received and read:—

### REPORT.

Report.

The Joint Committee of the Legislative Council and House of Assembly appointed to consider and report upon the arrangement made between Her Majesty's Government and the Republic of France in reference to the Fishing rights of the French on certain portions of the Coast of Newfoundland, beg to report that they have most carefully considered the matter to them referred, and respectfully ask leave of the Legislature to continue their duties after the end of the present Session and during the recess.

COMMITTEE ROOM,  
May 17th, 1886. }

(Signed,)

A. W. HARVEY,  
*Chairman.*

CHAS. BOWRING,  
JAMES S. PITTS,  
M. MONROE,  
J. SYME,  
ROBT. THORBURN,  
A. F. GOODRIDGE,  
ROBT. J. KENT,  
ELLIS C. WATSON,  
A. BRADSHAW.

On motion of Hon. Mr. Harvey, the said Report was adopted and leave granted as prayed.

Address on the desirability of opening roads to encourage Agriculture was read and adopted.

On motion of Hon. Mr. Ayre, the Address to His Excellency the Governor on the desirability of opening up lines of road in order that the most fertile parts of the Island may be made accessible to the Agriculturalist and of otherwise encouraging Agriculture, was read and adopted, and

Ordered,—That a message be sent to the House of Assembly acquainting them that this House concurs in the said Address.

On motion of Hon. Mr. Ayre, the Address to His Excellency the Governor on the subject of the Consolidation of the Laws of this Colony, was read and adopted, and Address on Consolidation of Laws, read and adopted.

Ordered,—That a message be sent to the House of Assembly, acquainting them that this House concurs in the said Address.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to make provision for the Liquidation of certain existing Liabilities of the Colony, and for other purposes," was read a first time, and Liabilities Bill read a 1st time.

Ordered,—To be read a second time to-morrow.

A Deputation from the House of Assembly brought up the following message :—

MR. PRESIDENT,—

The House of Assembly beg to inform the Legislative Council that they have, in accordance with the Report of the Joint Committee appointed by the House of Assembly and Legislative Council to consider certain proposals made in reference to French claims upon the Coasts of this Colony, granted leave to the Members of the House of Assembly who were appointed upon the Committee, to sit during the recess as Members of that Committee, and they request that the Council will confer similar powers and powers of co-operation upon such of its Members as have been appointed upon that Committee. Message.

Passed House of Assembly,  
May 17th, 1886. }

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

On motion of Hon. Mr. Ayre,—

Ordered,—That a Message be sent to the House of Assembly acquainting them that this House concur in the foregoing Message, and have granted leave to their Members to sit and co-operate during the recess as Members of that Committee.

A Deputation from the House of Assembly brought up the following Message:—

MR. PRESIDENT,—

Message.

The House of Assembly beg to acquaint the Legislative Council that in addition to the Members already appointed by them to consider certain proposals in reference to French claims, they have appointed the Honorable Attorney General, the Honorable the Speaker, the Honorable Sir Ambrose Shea, and Mr. LeMessurier, and they have resolved that it be an instruction to the Members of this House appointed to the said Committee that the said Committee report to the Legislature; and the House of Assembly ask the concurrence of the Legislative Council in this appointment and instruction, and that the Council will appoint other Members of their body to the said Committee to co-operate with those already appointed, if they should see fit to make such addition.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

HOUSE OF ASSEMBLY, }  
May 17th, 1886. }

Adjourned.

On motion made, the House adjourned until to-morrow Tuesday, the 18th of May, at Eleven o'clock, A. M.

Tuesday, May 18th, 1886.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President*.

Members present.

Honorables Messrs. HARVEY,  
TALBOT,  
AYRE,  
CLEARY,  
PITTS,  
McLOUGHLAN,  
MONROE,  
SYME,  
BOWRING.

The Minutes of May 17th were read.

Minutes read.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to make provision for the Liquidation of certain existing Liabilities of the Colony, and for other purposes," was read a second time.

Liabilities Bill  
read a 2nd time.

Deputations from the House of Assembly brought up, for concurrence, a Bill entitled "An Act for Granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets and Bridges, and other Public Works within this Colony, and to make provision for the protection and preservation of the same;"

Deputations with  
Bills and  
Message.

Also, a Bill entitled "An Act to provide for the improvement of the Sewerage of the town of St. John's, and for other purposes;"

Also, a Bill entitled "An Act to amend the Practice of the Supreme Court;"

Also, the following Message :—

MR. PRESIDENT,—

The House of Assembly request that the Legislative Council will be pleased to furnish the



Assembly with the amount of their Contingent expenses for the present Session.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
18th May, 1886. }

Committee on  
Liabilities Bill.

On motion of Hon. Mr. Ayre, the House went into Committee on the Bill sent up, entitled "An Act to make provision for the Liquidation of certain existing Liabilities of the Colony, and for other purposes."

Hon. Mr. Monroe in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

Liabilities Bill  
read 3rd time  
and passed.

The said Bill was, on motion, read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Sewerage Bill  
read a 1st and  
2nd time.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act to provide for the improvement of the Sewerage of the town of St. John's, and for other purposes," was read a first and second time, and

Thereupon the House went into Committee on the same.

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

On motion of Hon. Mr. Monroe, the Bill sent up, entitled "An Act to amend the Practice of the Supreme Court," was read a first and second time. Supreme Court Bill read a 1st and 2nd time.

On motion of Hon. Mr. Ayre, the Bill sent up, entitled "An Act for Granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets and Bridges, and other Public Works within this Colony, and to make provision for the protection and preservation of the same," was read a first and second time, and thereupon the House went into Committee on the same. Road Bill read a 1st and 2nd time.

Hon. Mr. Bowring in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

Thereupon the said Bill was read a third time and passed, and the Hon. the President signed the same. Road Bill read 3rd time and passed.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

A Deputation brought up, for concurrence, a Bill entitled "An Act to regulate the exportation and sale of Herring, Caplin, Squid and other Bait fishes." a Deputation with Bait Bill.

Hon. Mr. Harvey moved the House in Committee of Privilege to consider the subject of the Caplin and sale of Bait. Committee of Privilege on the subject of Bait.

Hon. Mr. McLoughlan in the Chair.

After some time the House resumed.

The Chairman reported the following Report :

For Report, see Appendix.

Ordered,—That the said Report be received and adopted.

Committee on  
Supreme Court  
Bill.

On motion of Hon. Mr. Monroe, the House went into Committee on the Bill sent up, entitled "An Act to amend the Practice of the Supreme Court."

Hon. Mr. Cleary in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

Supreme Court  
Bill read 3rd  
time and passed.

Thereupon the said Bill was, on motion, read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

Bait Bill read a  
1st and 2nd time.

On motion of Hon. Mr. Harvey, the Bill sent up, entitled "An Act to regulate the exportation and sale of Herring, Caplin, Squid, and other Bait fishes," was read a first and second time, and

Thereupon the House went into Committee on the said Bill.

Hon. Mr. Talbot in the Chair.

After some time the House resumed.

The Chairman reported the Bill with some amendments.

Ordered,—That the Report be received, and

Thereupon the said Bill, as amended, was, on motion, read a third time and passed, and the Hon. the President signed the same.

Ordered,—That the said Bill be sent to the House of Assembly, with message, that this House had passed the same with some amendments, and requesting their concurrence.

AMENDMENTS.

Amendments.

Insert as Section "Two" :—

2.—The Licenses provided for in the preceding Section shall be issued under the authority of the Governor in Council, and shall be countersigned by the Colonial Secretary.

Re-number remaining Sections.

Add following Schedule :

("Form of License mentioned in the First Section") :

According to the provisions of the Act passed in the Forty-ninth year of the Reign of Her present Majesty, entitled "An Act to regulate the exportation and sale of Herring, Caplin, Squid, and other Bait fishes." Permission is hereby given to A. B., of &c., to haul, catch, and take Herring, Caplin, Squid, and other Bait fishes, in his Boat or Vessel, called the during the "current," or "now coming," (as the case may be) fishing season, for the purpose of "exportation (or) (and) sale," or as the case may be.

Dated at St. John's, this                      day of  
A. D. 188 .

C. D.,  
Receiver General.

Counter-signed,  
E. F.,  
Colonial Secretary.

Deputation with  
Message.

A Deputation from the House of Assembly brought up the following Message :

MR. PRESIDENT,—

The House of Assembly beg to acquaint the Legislative Council that they have passed the Council's amendments upon the Bill, entitled "An Act to regulate the exportation and sale of Herring, Caplin, Squid, and other Bait fishes," without amendment.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
May 18th, 1886. }

Committee of  
Privilege on  
Printing and  
Contingencies.

The Hon. Mr. Ayre, from the Select Committee on Printing and Contingencies of this House, for the present Session, presented a Report of the same, which was received and read, and on motion the House resolved itself into a Committee of Privilege.

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

The Report is as follows :—

Report.

The Select Committee appointed by the Council with regard to the Printing and Contingencies report that they have examined the Accounts of the Acting Clerk and Usher of the Black Rod, and have considered other charges and expenses, and find them as follows :—

President Legislative Council .....	\$240 00
Eleven Members of Legislative Council	1320 00
Acting Clerk of Legislative Council...	300 00
Contingent expenses of the Clerk ....	95 15
Usher of Black Rod .....	600 00
Contingent expenses of Usher of Black Rcd .....	324 54

Reporter of Legislative Council .....	\$750 00
For extra services .....	100 00
Acting Master-in-Chancery .....	700 00
For extra services during absence of Clerk .....	300 00
Doorkeeper of Council .....	275 00
Assistant Doorkeeper .....	190 00
Fireman of Legislative Council.....	65 00
Proprietor <i>Evening Telegram</i> , printing Debates .....	160 00
<i>Standard</i> , copying Debates .....	100 00
<i>Times</i> , copying Debates.....	115 00
<i>Twillingate Sun</i> .....	100 00
Newspapers for Council and Members during Session .....	140 00
Miscellaneous Printing, <i>Times</i> .....	332 00
Estimated expense for Printing and Binding Journals .....	600 00
Mrs. Dicks, Binding Newspapers.....	20 00
	\$6,826 69

(Signed,) C. R. AYRE, *Chairman.*  
 J. SYME,  
 PHILIP CLEARY,  
 JAMES S. PITTS,  
 A. W. HARVEY.

COMMITTEE ROOM,  
 Legislative Council. }  
 18th May, 1886. }

Ordered,—That the said Report be adopted and sent to the House of Assembly, with message, that this House have adopted the same, and requesting their concurrence therein.

A Deputation from the House of Assembly brought up the following Message:— Deputation with Message.

MR. PRESIDENT,—

The House of Assembly acquaint the Legislative Council that they have appointed a Com-

mittee consisting of Messrs. Goodridge, Peters and Carty, to inspect the Journals of the Council in reference to the proceedings upon the Bill sent up, entitled "An Act to provide for the improvement of the Sewerage of the Town of St. John's, and for other purposes," and they request the assistance of the Council herein.

Passed the House of Assembly,  
May 18th, 1886. }

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

On motion of Hon. Mr. Ayre,

Ordered,—That the following Message be sent to the House of Assembly in reply to the foregoing Message:—

MR. SPEAKER,—

Message.

The Legislative Council acquaint the House of Assembly, in reply to their message, that they consent to the inspection of their Journals in reference to the proceedings upon the Bill sent up, entitled "An Act to provide for the improvement of the Sewerage of the Town of St. John's, and for other purposes," by the Committee of the Assembly appointed for that purpose, in the office of the Clerk of the Legislative Council presently.

(Signed,) E. D. SHEA,  
*President.*

Council Chamber,  
18th May, 1886. }

On motion of Hon. Mr. Harvey,—

Ordered,—That the following Message be sent to the House of Assembly:—

MR. SPEAKER,—

Message.

The Legislative Council acquaint the House of Assembly that they concur in the appointment of

Members in addition to those already appointed on the Joint Committee to consider certain proposals in reference to French claims, and that they have appointed the Hon. Messrs. Ayre and Crowdy, Members of their Body, to co-operate with the Members of the Aassembly.

(Signed,) E. D. SHEA,  
*President.*

Council Chamber,  
18th May, 1886. }

A Deputation from the House of Assembly brought up, for concurrence, a Bill entitled "An Act to amend Title III, Chapter 19, of the Consolidated Statutes." Deputation with Bill.

On motion of Hon. Mr. Talbot, the said Bill was read a first and second time, and the House went into Committee thereon. Con. Statutes Amendment Bill read a 1st and 2nd time.

Hon. Mr. Syme in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

Thereupon the said Bill was read a third time and passed, and the Hon. the President signed the same. Read a 3rd time and passed.

Ordered,— That the said Bill be sent to the House of Assembly, with message, that this House had passed the same without amendment.

A Deputation from the House of Assembly brought up the following Message :— Deputation with Message.

MR. PRESIDENT,—

The House of Assembly acquaint the Legislative Council that they have passed the accompanying Address to the Principal Secretary of State for



the Colonies, relative to the sale and exportation of Bait, and ask the concurrence of the Council thereto as a Joint Address from both Houses.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

May 18th, 1886.

On motion of Hon. Mr. Harvey,—

Ordered,—That the following Message be sent to the House of Assembly :—

MR. SPEAKER,—

Message.

The Legislative Council acquaint the House of Assembly that they concur in the Address to the Right Honorable the Secretary of State for the Colonies as a Joint Address from both Houses, relating to the sale and exportation of Bait.

(Signed,) E. D. SHEA,  
*President.*

May 18th, 1886.

The Hon. the President read the following letter :—

COLONIAL SECRETARY'S OFFICE,  
St. John's, Newfoundland,  
18th May, 1886. }

SIR,—

Letter from  
Col. Secretary.

I am directed to acquaint you that it is the intention of His Excellency the Governor to close the First Session of the Fifteenth General Assembly, on to-morrow, Wednesday, the 19th inst., at Three o'clock, P. M.

I have, &c.,

J. W. WITHERS,  
*Pro Secretary.*

The Hon. the President,  
Legislative Council.

On motion made, the House adjourned until Adjourned.  
to-morrow, Wednesday, the 19th May instant, at  
half-past Eleven o'clock, A. M.

**Wednesday, May 19th, 1886.**

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. SHEA, *President.*

Members present,

Honorables Messrs. HARVEY,

TALBOT,

AYRE,

PITTS,

McLOUGHLAN,

SYME,

BOWRING.

The Minutes of May 18th were read.

Minutes read.

A Deputation from the House of Assembly Deputation with  
brought up, for concurrence, a Bill entitled "An Bill.  
Act to provide for the Contingent expenses of the  
Legislature";

Also, the following Messages :—

MR. PRESIDENT,—

The House of Assembly acquaint the Legisla- Message.  
tive Council that having appointed a Select Com-  
mittee on Printing and Contingencies of this House,  
consisting of Messrs. Hutchings, Kent, Grieve,  
LeMessurier, Scott, Penny, March, and the Speaker,  
they have granted to that Committee powers to sit  
out of Session, and also power to confer and co-  
operate with a similar Committee of the Council  
in reference to the Printing and Publishing the

Appendices to the Journals of both Houses in the form of Sessional papers, and they request that the Council will appoint a similar Committee with like powers.

ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
May 19th, 1886. }

MR. PRESIDENT,—

Message.

The House of Assembly beg to acquaint the Legislative Council that they have passed the accompanying Address to His Excellency the Governor requesting His Excellency to transmit the Address passed jointly by the Legislative Council and House of Assembly to the Principal Secretary of State for the Colonies, to which they request the concurrence of the Council.

(Signed,) ALEX. J. W. McNEILY,  
*Speaker.*

House of Assembly, }  
May 19th, 1886. }

On motion of Hon. Mr. Ayre,—

Ordered,—That the following Messages be sent to the House of Assembly :—

MR. SPEAKER,—

Message.

The Legislative Council acquaint the House of Assembly that they concur in the Messages of to-day respecting the Select Committee on Contingencies having power to sit out of Session, and that they have appointed the Hon. Messrs Ayre, Cleary, Syme and Bowring, to co-operate with the Committee of the Assembly.

(Signed,) E. D. SHEA,  
*President.*

Council Chamber, }  
19th May, 1886. }

MR. SPEAKER,—

The Legislative Council acquaint the House of <sup>Message.</sup> Assembly, in reply to their Message of to-day, that they concur in the Address to His Excellency the Governor, requesting His Excellency to transmit the Address passed jointly by the Legislative Council and the House of Assembly to the Right Hon. the Principal Secretary of State for the Colonies.

(Signed,) E. D. SHEA,  
*President.*

Council Chamber, }  
May 19th, 1886. }

On motion of the Hon. Mr. Ayre, the Bill sent up, entitled "An Act to provide for the Contingent Expenses of the Legislature," was read a first time. <sup>Contingency Bill read a 1st time.</sup>

Thereupon the Hon. Mr. Ayre moved that the said Bill be now read a second time.

And the question being put, and the House dividing thereon, there appeared for the motion, four; against the motion, two.

*Contents:*

Hon. Messrs. Ayre,  
Pitts,  
McLoughlan,  
Bowring.

*Non-Contents:*

Hon. Messrs. Harvey, Division.  
Syme.

So it passed in the affirmative, and

Ordered,—Accordingly.

On motion of Hon. Mr. Ayre, the House re-<sup>Committee on Contingency Bill.</sup> solved itself into Committee on the Bill sent up, entitled "An Act to provide for the Contingent Expenses of the Legislature."

Hon. Mr. Pitts in the Chair.

After some time the House resumed.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

Contingency Bill  
read a 3rd time  
and passed.

Ordered,—That the said Bill be now read a third time and passed, and the Hon. the President signed the same.

Ordered,—To be sent to the House of Assembly, with message, that this House had passed the same without amendment.

The following Resolution was, on motion of Hon. Mr. Harvey, adopted and passed :—

Resolution.

Whereas an important Bill relating to the Municipal affairs of St. John's was sent up by the House of Assembly to Her Majesty's Council on the last day, but one, of the present Session, too late for examination or discussion, and which contains provisions authorizing considerable expenditures on Municipal objects in St. John's, and for the payment of which no provision was made, leaving it to be presumed that such expenditure would be charged against the said town, the tax-payers of which were not represented on the Committee of the House of Assembly charged with such expenditure; and whereas the Council, exercising their undoubted right, declined, under the circumstances, to assent to said Bill.

*Therefore Resolved*,—That Her Majesty's Council protest against any expenditure being incurred on account of St. John's by any Committee that may be appointed for this purpose by the House of Assembly.

That a copy of this Resolution be sent to His Excellency the Governor in Council.

At Three of the Clock, P. M., His Excellency the Governor having arrived at the Council Chamber, and being seated on the Throne, the Hon. the President of the Council directed the Gentleman Usher of the Black Rod to proceed to the Commons House of Assembly and acquaint the Speaker and Members thereof that it is His Excellency's will and pleasure that they forthwith attend at the Bar of this House; and they being come thereto, His Excellency was pleased to give his assent to the following Bills:—

- 1.—An Act for Granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies. Bills assented to
- 2.—An Act for Granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets and Bridges, and other Public Works within this Colony, and to make provision for the protection and preservation of the same.
- 3.—An Act to control and regulate the Sale and Use of Poisons.
- 4.—An Act to amend the Practice of the Supreme Court.
- 5.—An Act to amend the Law relating to the Public Health.
- 6.—An Act to amend the Act of Forty-sixth Vic., Cap. Nineteen, entitled "An Act respecting certain Legislative Disabilities."
- 7.—An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Lighthouse at Cape Race and its appurtenances, and for other purposes connected therewith.

Bills assented to,  
(Continued.)

- 8.—An Act to amend Title Sixteen, Cap. Fifty-eight, of the Consolidated Statutes, entitled ‘Of the Salaries of certain Officers,’ and an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, Chapter Seventeen, entitled ‘An Act to amend Title Sixteen, Cap. Fifty-eight of the Consolidated Statutes.’ ”
9. An Act for the Encouragement of Manufacturing.
- 10.—An Act to amend Title Three, Cap. Nineteen, of the Consolidated Statutes.
- 11.—An Act for the promotion of Agriculture.
- 12.—An Act for the Preservation of Game.
- 13.—An Act to make provision for the Liquidation of certain existing Liabilities of the Colony, and for other purposes.
- 14.—An Act to amend the Law relating to the Newfoundland Savings’ Bank.
- 15.—An Act to amend the Law relating to Contracts and Employment in connection with the Fishery.
- 16.—An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony.
- 17.—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 Thirty-first day of December, One Thousand Eight Hundred and Eighty-six, and for other purposes.
- 18.—An Act to provide for the Contingent Expenses of the Legislature.

His Excellency the Governor reserved for the sig- Bill reserved for  
 nification of Her Majesty's pleasure, Her Majesty's  
 signification.

An Act to regulate the Exportation and Sale of  
 Herring, Squid, Caplin, and other Bait Fishes.

After which His Excellency was pleased to  
 deliver the following

S P E E C H:

*Mr. President and Honourable Gentlemen of the Le-* Governor's  
*gislative Council:* Speech.

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

In addressing for the first time the Legislature  
 of Newfoundland, as the representative of Her  
 Most Gracious Majesty the Queen, I desire to ex-  
 press to you the satisfaction I feel in being asso-  
 ciated with you for the promotion of the prosperity  
 and well-being of a Colony which is distinguished  
 by its ancient foundation and by its loyalty and  
 attachment to Her Majesty's Throne and person.

In relieving you from further attendance in  
 this place, after a session of more than ordinary  
 duration, I have to thank you for the diligence  
 with which you have applied yourselves to the  
 consideration of many important subjects. I note  
 with satisfaction that you have devised measures  
 for effecting improvement in the administration of  
 justice; and I observe with special pleasure the  
 evidence of your desire to encourage the pursuit of  
 Agriculture. In the endeavour to direct a larger  
 share of attention to an industry which promises  
 substantial improvement in the condition of the  
 industrial population, you have my fullest sym-  
 pathy, and I fervently hope that, under God's bless-  
 ing, the success of your measures with this object  
 may be such as to encourage you to further steps  
 the same direction.



Governor's  
Speech—  
(Continued.)

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

I thank you for the supplies you have granted for the Public Service. The best efforts of my Government will be directed to secure, in respect of the various appropriations, a wise and economical expenditure.

*Mr. President and Honourable Gentlemen of the Legislative Council :*

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

The instructions which you have given to the Joint Committee of your Honourable Houses to give further consideration, during the recess, to the question of the proposed arrangement between Great Britain and France respecting the Newfoundland fisheries, will, I earnestly trust, conduce to the amicable and satisfactory adjustment of long-standing differences, which require to be settled, not more for the promotion of complete accord between two great nations, than in the interest and for the advancement and welfare of the people of this Colony.

In now bidding you farewell for a time in your collective capacity as a Legislative body, I wish you the fullest measure of success in your private avocations, and I desire also to assure you of my earnest sympathy in all your individual efforts for promoting concord and happiness among the people of Newfoundland.

Prorogation of  
Legislature.

The Hon. the President of the Council then said:—It is His Excellency the Governor's will and pleasure that this General Assembly be prorogued until THURSDAY the FIFTEENTH day of JULY next, then and here to be holden; and this General Assembly stands prorogued accordingly.

[*End of the First Session of the Fifteenth General Assembly.*]

APPENDIX

TO THE

JOURNAL

OF THE

LEGISLATIVE COUNCIL.

# APPENDIX.

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## No. 1.

### **Despatches relative to the Transfer of Cape Race Lighthouse to the Dominion of Canada.**

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*COLONIAL OFFICE TO THE GOVERNOR.*

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[Copy.]

No. 37, A.

DOWNING STREET, }  
23rd June, 1885. }

SIR,—

With reference to previous Correspondence respecting the arrangements for the transfer to Canada of the Cape Race Light House and Signal, I have the honor to transmit to you, for communication to your Government, a copy of a letter from the Board of Trade, on which my telegram of the 19th instant was framed. I also transmit to you a copy of a Despatch which I have addressed to the Governor General of Canada with the view of an offer which was made to the Canadian Government, as I intimated in my Despatch, No. 13, of the 21st March, 1884, would be done in that case.

The Dominion Government have replied that they are now prepared to accept the management as from the 1st of July next, and to maintain the Light without demanding dues after 31st of December next,

The Despatch from the Marquis of Lansdowne has been referred to the Board of Trade, who will doubtless agree to this arrangement.

I have, &c.,

(Signed) DERBY.

Governor

Sir JOHN GLOVER, G. C. M. G.,  
&c., &c., &c.

*BOARD OF TRADE TO COLONIAL OFFICE.*

[Copy.]

H. 3,998.

BOARD OF TRADE,  
(HARBOR DEPARTMENT,)  
WHITEHALL GARDENS,  
15th June, 1885.)

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 25th ultimo, on the subject of the proposed transfer to Canada of the Light House and Fog Signal at Cape Race, in which you transmit copy of a Despatch from the Governor General of Canada, intimating the willingness of the Dominion Government to assume charge of the Light House and Fog Signal on the 1st July next, on consideration that the existing Light dues continue to be levied until 31st December next, and that, on that date, the accumulated surplus be paid over to the Dominion Government, no further dues being levied.

The Board of Trade are quite willing that the proposed transfer be made upon the conditions suggested by the Governor General of Canada, but they are advised that further legislation will be required for the purpose of discharging the Board from the obli-

gations at present imposed upon them by Sections 5 and 6 of the "Merchant Shipping Act Amendment Act, 1855." It would appear also to be desired that the transfer should be accepted by the Dominion Government by means of an Act of their legislation, recording the terms of the arrangement, and guaranteeing the future maintenance of the Light and Signal.

In the present state of the public business in this country it is manifestly impossible that these powers can be obtained in time to permit of the transfer on the 1st of July next, as proposed, but the Board have already placed themselves in communication with the Treasury with the view to the introduction of the necessary Bill with as little delay as possible, and I am to suggest, for the consideration of the Secretary of State, that the Government of the Dominion should be at once communicated with, with a view to the formal adoption of the arrangement by an Act of their Legislature. In the meantime, if the Government of the Dominion desire, the proposed transfer might be effected provisionally and might be made conditional upon the obtaining the necessary Legislative powers.

I have, &c.,

(Signed,)

F. H. FARRER.

The Under-Secretary of State,  
Colonial Office.

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*THE EARL OF DERBY TO THE MARQUIS OF  
LANSDOWNE.*

[Copy.]

Canada,  
No. 127, A.

DOWNING STREET, }  
23rd June, 1885. }

MY LORD,—

I caused to be forwarded to the Board of Trade a copy of your Lordship's Despatch, No. 142, of the 1st of May, respecting

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the terms on which the Cape Race Lighthouse and Signal should be transferred to Canada; and I have the honor to transmit to you, for communication to your Government, a copy of a letter which has been received from that Department in reply.

I also transmit a copy of a telegram which I sent to the Governor of Newfoundland on the subject, and of Sir John Glover's reply.

Your Government will, no doubt, be willing to give effect by legislation to the wishes expressed by the Board of Trade, and to co-operate in the matter with the Government of Newfoundland.

I have, &c.,

(Signed,) DERBY.

Governor-General

The Most Hon'ble the Marquis of Lansdowne,

&c., &c., &c.

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TELEGRAM FROM SIR J. GLOVER TO COLONIAL OFFICE.

[Copy.]

20th June, 1885.

Government will legislate for transfer if necessary.

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*COLONIAL OFFICE TO THE GOVERNOR.*

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Newfoundland.

No. 46.

DOWNING STREET,  
10th August, 1885. }

SIR,—

With reference to Sir John Glover's telegram of the 21st of June, and to previous correspondence on the subject of Cape Race Lighthouse, I have the honor to transmit to you a copy of a letter from the Board of Trade requesting information as to the title to the land upon which the Lighthouse premises are erected.

I shall be glad if your Government will enable me to supply the Board of Trade with the requested particulars, which cannot be obtained from the Records in this Department.

I have, &c.,

(Signed,) FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

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*BOARD OF TRADE TO COLONIAL OFFICE.*

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H. 5081.

BOARD OF TRADE,  
(HARBOR DEPARTMENT,)  
WHITEHALL GARDENS,  
27th July, 1885. }

SIR,—

Referring to your letter of the 23rd ultimo, and previous Correspondence on the subject of the proposed transfer of Cape Race

Lighthouse and Fog Signal to Canada, I am directed by the Board of Trade to acquaint you that a question has arisen with respect to the title to the land upon which the Lighthouse premises are erected.

The Board have caused search to be made among the records of this Department, but are unable to ascertain whether the land in question was granted by the Newfoundland Government or acquired from others, and I am accordingly to request that you will state to Colonel Stanley that the Board would be glad if he would cause the necessary steps to be taken to obtain, if possible, either from the records of the Colonial Office or the Government of Newfoundland full and definite information with respect to the title.

If the land was acquired it will be desirable to ascertain in whom the title is now vested.

I have, &c.,

(Signed,) HENRY E. CALCRAFT.

The Under-Secretary of State,  
Colonial Office.

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*COLONIAL OFFICE TO THE ADMINISTRATOR.*

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[Copy.]

Newfoundland,  
No. 59.

DOWNING STREET,  
3rd November, 1885. }

SIR,—

I caused to be referred to the Board of Trade a copy of your Despatch, No. 85, of the 15th of September last, respecting the land on which the Cape Race Lighthouse premises are erected,



and I have the honor to transmit to you, herewith, a copy of the reply which has been received from the Board of Trade. I concur in the opinion expressed in this letter, to the effect that it would be desirable that your Government should define the extent of land which they would permit to be transferred with the Lighthouse to the Government of Canada.

I should be glad to receive an answer to this proposal at the early convenience of your Ministers.

I have, &c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

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*BOARD OF TRADE TO COLONIAL OFFICE.*

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[Copy.]

H. 7,282.

BOARD OF TRADE, (HARBOR DEP'T.)  
WHITEHALL GARDENS,  
24th October, 1885. }

SIR,—

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant, in which, with reference to the proposed transfer of Cape Race Lighthouse to the Dominion of Canada, you transmit a copy of a Despatch from the Officer Administering the Government of Newfoundland upon the subject of the title to the land upon which the Lighthouse premises are erected. In the Despatch it is suggested that a Survey should be made for the purpose of accurately indicating the boundaries and extent of the land to be transferred with the Lighthouse.

In reply, I am to request that you will state to Secretary Col. Stanley that it appears to this Board that it would be a simpler

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and speedier arrangement if the Government of Newfoundland would undertake to define what extent of land they will permit to be transferred with the Lighthouse.

I am accordingly to request that you will move the Secretary of State, should he see no objection to such a course, to cause a communication to this effect to be addressed to the Government of Newfoundland.

I have, &c.,

(Signed,) C. CECIL TREVOR.

The Under-Secretary of State,  
Colonial Office.

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*THE ADMINISTRATOR TO THE COLONIAL OFFICE.*

[Copy.]  
No. 110.

GOVERNMENT HOUSE, NFLD., }  
7th December, 1885. }

SIR,—

I have the honor to enclose a letter from the Colonial Secretary, on behalf of the Executive Council, forwarding one from the Inspector of Lighthouses, herewith accompanying, with reference to the position and stipends of the employees at present connected with the Cape Race Lighthouse and Fog Alarm.

It would appear from the letter of the Inspector, Mr. Nevill, there is some ground for apprehension that in the event of the transfer of this establishment to the Dominion Government being perfected, the now officers would be dismissed and replaced by Dominion appointees.

I respectfully endorse the views taken by the Executive, as expressed through the Colonial Secretary, that the course appre-

hended would, if carried out, be exceptionally severe treatment towards officials who have been for many years in the Public Service, and who, whilst faithfully discharging their duties, might fairly have expected to enjoy a life tenure, or, if incapacitated from age, pensioned.

All but one of those employees have families without any means for their support beyond the income derived from their employment in this, the Cape Race establishment, and which, if deprived of, would, I fear, reduce them to a condition of comparative poverty.

With the Council, I most sincerely trust that Her Majesty's Government may be pleased to adopt such action as will afford sure protection to those deserving servants.

I have, &c.,

(Signed,) F. B. T. CARTER,  
Administrator.

The Right Honorable  
Colonel F. STANLEY, &c., &c., &c.

[Copy.]

SECRETARY'S OFFICE,  
30th November, 1885. }

MY DEAR SIR FREDERICK,—

The accompanying application of the Inspector of Lighthouses, on his own behalf, and that of other employees of the Board of Trade in connection with Cape Race Light House and Fog Alarm, has been under the consideration of the Council.

These employees have been for many years engaged in the work of the establishments at Cape Race, and have proved themselves efficient and faithful servants. They always believed that they held the positions on a like tenure with that of other Gov-

ernment servants—during good behaviour—which in such cases as theirs, would have meant for life.

That they should be suddenly removed, without any consideration only because the management of the Light and Alarm has been transferred to the Dominion Government, would seem to the Council to involve harsh and exceptional treatment, at variance with the practice of the Imperial Government and such as the Council believes, they, if informed of the facts, would not approve.

The Council would therefore respectfully request your Excellency to submit this case for the consideration of Her Majesty's Government, with a hope that they may adopt such a course in relation to it as shall secure due protection to the present holders of positions during their term of service at Cape Race.

Yours faithfully,

(Signed,) E. D. SHEA, C. S.

His Excellency

Sir FREDERICK B. T. CARTER,

&c.,

&c.,

&c.

[Copy.]

BOARD OF WORKS, NFLD.,  
St. JOHN'S, 24th November, 1885. }

SIR,—

I have the honor of requesting the attention of the Executive to the position of the employees of the Board of Trade at Cape Race.

When in Ottawa I had some conversation with Wm. Smith, Esq., Deputy Minister of Marine, on the matter, and gathered from the tone of his remarks that all would probably be discharg-

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ed, and the Station be managed hereafter by the Dominion Department with people of their own appointment.

Such a proceeding implies a hardship to those who have discharged their duties satisfactorily for many years. In my own case there would be a special hardship, because the then Governor would not allow any payment to me for services rendered in superintending the erection of the Alarm, on the ground that I was to have an annual payment for management after its completion.

Soliciting the favor of the representation of this matter in the proper quarter,

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

J. T. NEVILL,

Inspector.

Hon. E. D. SHEA,  
Colonial Secretary.

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*COLONIAL OFFICE TO THE ADMINISTRATOR.*

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Newfoundland.

No. 1.

DOWNING STREET, }  
5th January, 1886. }

SIR,—

With reference to my Despatch, No. 66, of the 28th ultimo, relating to the proposed transfer of the Cape Race Light House to the Government of Canada, I have the honor to transmit to you, for the information of your Government, a copy of a letter from the Board of Trade, enclosing copies of the draft of the Bill

which it is intended to introduce into Parliament as early as practicable in the ensuing season to give effect to the transfer.

Your Government will, no doubt, consider with reference to the telegram from the late Sir J. Glover, of the 21st June, 1885, that legislation may be necessary in connection with the proposed transfer.

I have, &c.,

(Signed,) FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

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BOARD OF TRADE TO COLONIAL OFFICE.

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[Copy.]

*Pressing.*

H. 8,853.

BOARD OF TRADE, (HARBOR DEP'T.)  
WHITEHALL GARDENS,  
29th December, 1885. }

SIR,—

With further reference to my letter of the 16th inst., (H. 8537,) relative to the proposed transfer of Cape Race Light House and Fog Signal to the Dominion of Canada, I am directed by the Board of Trade to transmit to you, to be laid before Secretary Colonel Stanley, six copies of the Draft of the Bill which it is intended to introduce into Parliament as early as practicable in the ensuing season to give effect to the transfer.

I am now to suggest, for the consideration of Secretary Col. Stanley, that one or more copies of the Draft Bill might be transmitted to the Governor General of Canada, who has intimated in his despatch of the 23rd ultimo, a copy of which was enclosed in your letter of the 11th instant, the intention of the Dominion

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Government to submit to the Canadian Parliament at its next Session the necessary legislation in connection with the transfer.

I am also to suggest that similar copies may be forwarded to the Governor of Newfoundland in connection with the legislation that may be necessary by that Colony, as referred to in the telegram of Sir John Glover to the Secretary of State, a copy of which accompanied your letter to me of the 23rd June last.

I have, &c.,

(Signed,) C. CECIL TREVOR.

The Under-Secretary of State,  
Colonial Office.

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*COLONIAL OFFICE TO THE ADMINISTRATOR.*

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[Copy.]  
Newfoundland,  
No. 4.

DOWNING STREET,  
12th January, 1886. }

SIR,—

I have the honor to acknowledge the receipt of your Despatch, No. 110, of the 7th ultimo, respecting the position of the persons employed at the Cape Race Light House in the event of its being transferred to the Government of Canada. I trust that the case of these officers will be sufficiently met by the provisions of Clause 2, Section 3. of the Draft Bill forwarded in my Despatch, No. 1, of the 5th instant.

I have, &c.,

(Signed,) FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

**DRAFT OF A BILL**

*To provide for the Transfer to the Dominion of Canada of the Lighthouse at Cape Race, Newfoundland, and its appurtenances, and for other purposes connected therewith.*

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Whereas with the consent of the Legislative Authority of the Colony of Newfoundland, a lighthouse was erected in the year one thousand eight hundred and fifty-six at Cape Race, in that Colony, and a fog signal and dwellings, buildings, ponds, apparatus, and other appurtenances have been constructed there, and certain rights of water and other rights and the land described in the schedule to this Act, containing about three hundred acres, have been used and enjoyed in connection with such lighthouse, and the cost incurred in respect of such lighthouse and the other matters aforesaid was paid out of the Consolidated Fund of the United Kingdom.

And whereas in pursuance of an Order in Council made under the Merchant Shipping Act (Amendment Act), 1885, dues have been levied in respect of the said lighthouse, and such dues have been applied under the direction of the Board of Trade in maintaining the lighthouse and its appurtenances, and in repaying to the Consolidated Fund the cost incurred in respect thereof.

And whereas the whole of the said cost has been so repaid, and there remains a balance arising from the said dues, and it is estimated that such balance will, on the thirtieth day of June, one thousand eight hundred and eighty-six, amount to twenty thousand pounds or thereabouts.

And whereas in pursuance of an Order in Council made under the recited Act on the twelfth day of December, one thousand eight hundred and eighty-five, the dues leviable in respect of the said lighthouse will, on and after the first day of July, one thousand eight hundred and eighty-six, cease to be levied.



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And whereas the Government of the Colony of Newfoundland have declined to undertake the maintenance of the said lighthouse.

And whereas the Government of the Dominion of Canada are willing to accept a transfer of the said Lighthouse and its appurtenances, and to maintain the same for all time at the expense of the revenues of Canada, without any dues being in future charged in respect thereof.

And whereas it is expedient to authorise such transfer.

Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. This Act may be cited as the Cape Race Lighthouse Act, 1886.

2. When the Parliament of Canada have passed an Act providing to the satisfaction of the Board of Trade for the maintenance of Cape Race Lighthouse and the appurtenances thereof for all future time at the expense of the revenues of Canada, and without any charge of dues in respect thereof, the Board of Trade may in such manner as they think expedient transfer Cape Race Lighthouse and its appurtenances to the Dominion of Canada, as from the date named in the transfer (hereafter referred to as the date of the transfer).

(2.) Such transfer shall be effectual to vest as from the date of the transfer in Her Majesty, her heirs and successors, for the public service of the Government of Canada, in relation to Lighthouses and signals, the said Lighthouse and land described in the schedule to this Act, and all dwellings, buildings, ponds, signals, and apparatus connected therewith, and all other land and all rights of water and other rights heretofore used and enjoyed therewith and all the other appurtenances thereof, for all the estate and interest therein, either of the Board of Trade or of Her Majesty, or any body corporate, person or persons in trust for Her Majesty, or for the Board of Trade, or for any public service.

(3.) Upon such transfer Her Majesty's Paymaster-General shall pay to or for the use of the Government of Canada, in such manner as the Board of Trade may direct, such portion of the moneys held by him on account of dues levied in respect of the said Lighthouse as the Board of Trade may certify to be the net balance after payment of all expenses of maintaining the said Lighthouse and the appurtenances thereof up to the date of the transfer, and of such gratuities to the existing Lighthouse and fog-signal staff as the Board of Trade may direct, in the event of the services of such staff not being required by the Government of Canada after the date of the transfer.

(4.) From and after the date of the transfer all liability of the Board of Trade to maintain the said Lighthouse or signals or other appurtenances thereof shall cease.

3. Any Bill passed by the Houses of Parliament of Canada which in any way impairs the obligation of the Government of Canada to maintain the said Lighthouse and appurtenances, or impairs the validity of the charge on the revenues of Canada for that maintenance, shall be reserved for the signification of the Queen's pleasure.

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#### SCHEDULE.

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*Description of Land used and enjoyed in connection with Cape Race Lighthouse.*

The land is bounded by a line beginning from a point on the sea coast at the landing cove, and running from thence in a westerly direction to the water-course which supplies the ponds from whence the water supply for the lighthouse is taken, thence running from the water-course along its westerly margin and along the westerly margin of the ponds and the westerly margin of the connecting water-courses of the ponds down to the sea at a place known as Crane Cove, and thence by the sea coast to the point of departure.

## No. 2.

**Despatch relative to the Appointments of Major Fawcett and Mr. Holt, Inspectors of the Constabulary in Newfoundland.***COLONIAL OFFICE TO THE GOVERNOR.*

[Copy.]  
Newfoundland.  
No. 49.

DOWNING STREET,  
17th August, 1885. }

SIR,—

I have the honor to acknowledge the receipt of your telegram of the 15th instant, reporting the desire of the Executive Council that Mr. Holt, the newly appointed Inspector of Police in Newfoundland, should defer his departure until 1st September.

I have instructed the Crown Agents to cancel the passage taken for this gentleman, and have caused him to be informed accordingly.

I have, &c.,

(Signed,) FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

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*COLONIAL OFFICE TO THE ADMINISTRATOR.*

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[Copy.]  
Newfoundland.  
No. 50.

DOWNING STREET,  
1st September, 1885. }

SIR,—

With reference to previous correspondence respecting the appointment of an Inspector-General of Constabulary, and an Inspector of Police under him, I have the honor to transmit, for communication to your Government, a copy of a letter from Sir J. Glover, shewing the conditions on which Major Fawcett and Mr. Holt have accepted their appointments.

The Crown Agents for the Colonies were authorized to secure a passage for Mr. Holt to Newfoundland by the Steamer leaving Liverpool to-day, in accordance with Sir J. Glover's request, as you will have been informed by my telegram of yesterday.

I have, &c.,

For the Secretary of State,  
JOHN BRAMSTON.

The Officer Administering the  
Government of Newfoundland.

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*SIR J. GLOVER TO THE COLONIAL OFFICE.*

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[Copy.]

AUGUST 10th, 1885.

SIR,—

I was requested by the Government of Newfoundland to select an officer to succeed Mr. P. Carty as General Inspector of Con-

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stabulary in that Island, and an officer to assist him, together with a Sub-Inspector.

I have accordingly, on behalf of the Colonial Government, appointed Major Morris Fawcett, who was formerly an officer in the 7th Fusileers to succeed to the first-named appointment, and Mr. William Gaskoin Holt to be an Inspector of Police under Major Fawcett's orders.

Major Fawcett was the Adjutant of the Royal Cumberland Militia for eight years, subsequently Major in the same regiment, also Divisional Inspector and Colonel in the Turkish Gendarmie.

Mr. Holt served with the Commissariat and Transport Department in South Africa during the Zulu campaign, and subsequently acted as Inspector of Police in British Guiana.

Major Fawcett's salary will be £416 4s. 0d. per annum, with the same allowances which were granted to his predecessor.

Mr. Holt's salary will be £250 per annum, with the same allowances as those granted to Major Fawcett.

My Government are anxious that the Inspector-General and Mr. Holt should proceed to Newfoundland to take up their duties at the earliest opportunity.

As I am on the point of leaving England for Homburg, owing to the state of my health, and am personally unable to attend to the details connected with these appointments, I have to request that you will be so good as to move Colonel Stanley to authorize the Crown Agents to take passages for Major Fawcett and Mr. Holt by the Mail Steamer leaving Liverpool on the 18th instant, on their entering into the usual agreement.

I have, &c.,

(Signed,) JOHN H. GLOVER.

The Under-Secretary of State,  
Colonial Office.

AUGUST 10TH, 1885.

SIR,—

I beg to offer you, on behalf of the Government of Newfoundland, the appointment of Inspector-General of Constabulary in that Island, with a Salary at the rate of £416 4s., per annum, with the allowances which were granted to Mr. Carty, the late Inspector of Police, to whose duties you will succeed.

You will understand that the appointment is held at the pleasure of the Government of Newfoundland, and that you will have no claim to pension on your retirement from, or on your ceasing to hold the appointment.

You will be provided with a free passage for yourself from this Country to Newfoundland, and the same indulgence of passage from England to Newfoundland will be extended in favor of your wife and family, should they join you in the Colony at any time within two years from the present time.

It will be desirable that you should place yourself in communication with the Crown Agents for the Colonies, who will be requested to take your passage to Newfoundland on your signing the usual agreement.

I have, &c.,

(Signed,) JOHN H. GLOVER.

Major MORRIS J. FAWCETT,  
Conservative Club.

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AUGUST 10TH, 1885.

SIR,—

I beg to offer you, on behalf of the Government of Newfoundland, the appointment of Inspector of Constabulary in that Island, with a Salary of £250, per annum, with the allowances which were granted to Mr. Carty, the late Inspector of Police.

You will understand that the appointment is held at the pleasure of the Government of Newfoundland, and that you will have no claim to pension on your retirement from, or on your ceasing to hold the appointment.

You will be provided with a free passage for yourself from this Country to Newfoundland, and the same indulgence of passage, from England to Newfoundland, will be extended to your wife and family, should they join you in the Colony at any time within two years from the present time, provided you still hold the appointment in question.

It would be advisable that you should place yourself in communication with the Crown Agents for the Colonies, who will be requested to take your passage to Newfoundland on your signing the usual agreement,

I have, &c.,

(Signed,) JOHN H. GLOVER.

WILLIAM G. HOLT, Esq.,  
3, Halkin Place, S. W.

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**No. 3.****Despatch respecting the London University  
Examinations.****COLONIAL OFFICE TO THE ADMINISTRATOR.**

[Copy.] A.  
Newfoundland.  
No. 54.

DOWNING STREET, }  
12th Oct., 1885. }

SIR,—

In reply to Sir John Glover's Despatch, No. 55, of 23rd June last, I am directed by the Secretary of State to transmit to you, for communication to your Government, the Documents specified in the annexed Schedule.

I have, &c.,

(Signed,)

ROBERT G. W. HERBERT.

The Officer Administering the  
Government of Newfoundland.

**SCHEDULE.**

*Extract from a letter from the University of London respecting the  
recent Matriculation Examination.*

I have the honor to communicate to you the following report upon the Matriculation Examination of this University recently held in Newfoundland, Ceylon and the Mauritius, and to request that you will forward to each of these centres the information affecting the candidates at that centre. As to St. John's, *one* candidate, (No. 1,229), presented himself, but he has not passed, being rejected by the Examiners in Latin and reported as weak in Chemistry.



**No. 4.****Despatch relative to the Acts passed during the Session  
of the Legislature.***COLONIAL OFFICE TO THE ADMIRALTY.*

[Copy.]

Newfoundland,

No. 57.

DOWNING STREET,  
27th October, 1885. }

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise Her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch, No. 73, of the 18th of August last, viz. :—

Cap. I.—An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies.

Cap. II.—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.

Cap. III.—An Act to amend the Crown Lands' Act, 1884.

Cap. IV.—An Act to amend the Acts relating to Representation in the General Assembly.

Cap. V.—An Act to amend an Act passed in the 45th year of the Reign of Her present Majesty, Chapter 21, entitled "An Act to amend the Law relating to Coast and River Fisheries."

Cap. VII.—An Act respecting Public Processions.

Cap. VIII.—An Act to Indemnify His Excellency the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the service of the Colony.

Cap. IX.—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-five, and for other purposes.

Cap. X.—An Act to provide for the Contingent Expenses of the Legislature.

I have, &c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

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**No. 5.**

**Despatch respecting the Labrador Gale.**

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*COLONIAL OFFICE TO THE ADMINISTRATOR.*

[Copy.]

Newfoundland.

No. 58.

DOWNING STREET,  
3rd Nov., 1885. }

SIR,—

I have the honor to acknowledge the receipt of your telegram, received at this Department on the 28th ultimo, reporting the disastrous effects of a heavy gale on the 11th ultimo on the Labrador Coast.

I deeply deplore the large loss of life and property which this calamity has caused.

I have, &c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

**No. 6.****Despatch, with Circular, relative to the Boston Fish Bureau.***COLONIAL OFFICE TO THE ADMINISTRATOR.*

[Copy.]  
Newfoundland.  
No. 62.

DOWNING STREET,  
16th Nov., 1885. }

SIR,

I have the honor to transmit to you, for the information of your Government, a copy of a Despatch from the Deputy Governor of Canada, enclosing a Circular issued by the Committee of the Boston Fish Bureau, respecting the products of the fisheries of the United States, Canada, and Newfoundland.

I have, &amp;c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

*ADMINISTRATOR SIR W. J. RITCHIE TO COLONEL  
STANLEY.*

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[Copy.]

Canada,  
No. 37.

OTTAWA,  
16th October, 1885. }

SIR,—

I have the honor to forward, herewith, for your information, a copy of a Despatch which I have received from Her Majesty's Minister at Washington, enclosing copies of a Circular issued by the Committee of the Boston Fish Bureau, which embodies a Resolution of that body in favor of Reciprocity between the United States, Canada and Newfoundland, in respect of the products of the Fisheries of these countries.

I have caused a copy of this Despatch and its Enclosures to be communicated to the Privy Council for their information.

I have, &c.,

(Signed,)

W. J. RITCHIE,  
Deputy Governor.

Colonel the Rt. Hon'ble  
FREDERIC A. STANLEY.

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*SIR C. S. WEST TO SIR W. J. RITCHIE.*

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No. 122.

WASHINGTON,  
10th Oct., 1885. }

SIR,—

I have the honor to enclose, herewith, copies of a Circular issued by the Committee of the Boston Fish Bureau, and to inform you that I have called the attention of the Secretary of State thereto.

I have, &c.,

(Signed,) C. SACKVILLE WEST.

Sir W. J. RITCHIE,  
Deputy Governor of Canada.

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BOSTON,  
September, 1885. }

DEAR SIR,—

The Boston Fish Bureau, an organization composed of the principal Wholesale Dealers and Commission Merchants in fish in this city, has passed the following Resolution:—

*Resolved*,—That the Boston Fish Bureau earnestly favors such an arrangement between the United States, the Dominion of Canada, and the Province of Newfoundland, as shall include the reciprocal admission, free of duty, of the products of the fisheries of these countries.

We desire to present the reasons for this resolution, and to appeal to the Dealers in, and consumers of fish throughout the

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country, to aid us in impressing upon Congress the importance of free importation of fish from British Provinces.

It is well known that the New England fisheries do not produce certain varieties of fish which the trade requires, and of certain other kinds, the supply obtained on our Coasts is entirely inadequate to our needs. We are obliged to rely entirely upon the Provinces for our stock of fat herring and for the larger part of the cheaper grades of herring, both pickled and smoked; of alewives, salmon, trout and shad. We need the hard dried codfish of Newfoundland, and the choice slack-salted codfish and pollock of Nova Scotia.

For several years past the mackerel caught in American waters have been mostly of small size, and we have needed the larger fish caught in Canadian waters. During the past two winters we could not have filled orders for large fat mackerel, except for the supply obtained from Nova Scotia and Prince Edward's Island.

Present indications point to a repetition of this condition during the coming winter. Whatever we need from Canada must be obtained at the additional expense of the duties which the consumer must pay. The duties being specific, bear very heavily on the cheaper grades of fish, amounting in many cases to from fifty to one hundred per cent. on the original cost, and resulting in a prohibition of imports, or a very largely enhanced cost to the consumer.

The people who will gain anything by the exaction of duties are a few hundred vessel owners in New England. The pretence that the protective duties on fish is an encouragement to American fishermen, and the argument that the fisheries furnish a training school for our Navy, were long since exploded by the fact that a very large proportion of the men who fish in American vessels are citizens of the British Provinces. Hordes of them come here every spring, man our vessels for the fishing season, and return home when it is over. It is estimated that from fifty to seventy-five per cent. of the men in the Gloucester mackerel fleet are citizens of the Dominion of Canada, and the same is true to a

greater or less extent of other fishing ports. It is acknowledged that without them we would be unable to man our fleet. These men have no interest in our Country and its institutions, and in the event of war with England would be found in the enemy's fleet. Is it fair that we should be taxed for their support, or that a few owners of fishing vessels should reap an advantage obtained at the expense of the great body of consumers of fish in all parts of the Country?

As dealers of fish, handling large quantities of the products of the sea, we feel that our interests are identical with yours in demanding that there should be no duties on articles of food which are consumed so largely by people of moderate means.

Questions of a larger nature, involving matters of international importance, make it probable that the subject of reciprocity with Canada will come before Congress at its next Session. We ask of you that you will use your best efforts to impress upon your Senators and Representatives that they should vote upon this question in accordance with your interests and with the interests of a large majority of the people of the country.

Respectfully yours,

(Signed,)

WILLIAM F. JONES,  
C. W. WRIGHTINGTON,  
EDWARD F. RUSSELL,  
L. PICKERT,  
B. F. DE BUTTS,

*Committee of the Boston Fish Bureau.*

**No. 7.****Despatch relative to the Act to regulate the Shipping  
of Seamen on board of Merchant Vessels in this  
Colony.***COLONIAL OFFICE TO THE GOVERNOR.*

Newfoundland,  
No. 67.

DOWNING STREET, }  
29th Dec., 1885. }

SIR,—

I have the honor to transmit to you, herewith, the enclosed Order of Her Majesty in Council, dated the 12th inst., specially confirming the Act of the Legislature of Newfoundland, passed with a Suspending Clause in May last, entitled "An Act to regulate the Shipping of Seamen on board Merchant Vessels in this Colony," a transcript of which accompanied your Despatch, No. 73, of the 18th of August. With reference to my Despatch, No. 35, of the 17th of June last, regarding the form in which Acts of the Newfoundland Legislature, having Suspending Clauses would in future be allowed, I have to explain that it was the peculiar wording of the present Act which appeared to render it advisable that it should be submitted to the Queen in Council, for the language left it uncertain whether or not the Governor had assented to the measure, and its operation had been suspended by the last Section, or whether that Section meant that the measure was to be reserved for Her Majesty's assent in England, and in the absence of a clear indication of the wishes of the Officer Administering the Government, and of the Legislature, I thought it best to submit it to the Queen in Council for confirmation.

It would be more convenient in future if the form of Suspending Clause shewn in my predecessor's Circular Despatch of the



20th of June, 1884, were used in the Acts of Newfoundland where required.

You will be so good as to inform the President of the Chamber of Commerce of St. John's of the confirmation of this Act, (Cap. 6), with reference to the Petition on the subject which was addressed to the late Governor of Newfoundland on the 19th of May last.

I have, &c.,

(Signed,) FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

[L. S.] AT THE COURT AT WINDSOR,

The 12th day of December, 1885.

PRESENT:

THE QUEEN'S MOST EXCELLENT MAJESTY,  
LORD PRESIDENT,  
LORD GEORGE HAMILTON,  
MR. PLUNKETT.

Whereas the Governor of Her Majesty's Colony of Newfoundland, with the Council and Assembly of the said Colony, did, in the month of May, 1885, pass an Act which has been transmitted, entitled as follows, viz. :—

ANNO QUADRAGESIMO OCTAVO

VICTORIÆ REGINÆ.

CAP. VI.—“An Act to regulate the Shipping of Seamen on board Merchant Vessels in this Colony.”

And whereas the said Act has been laid before Her Majesty in Council, together with a letter to the Lord President of the Council from the Right Honorable Frederick Stanley, one of Her

Majesty's Principal Secretaries of State, recommending that the said Act should receive Her Majesty's special confirmation.

Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare her special confirmation of the said Act, and the same is hereby specially confirmed, ratified and finally enacted accordingly. Whereof the Governor, Lieutenant-Governor, or Commander-in-Chief for the time being of Her Majesty's Colony of Newfoundland, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

C. H. PEEL.

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**No. 8.**

**Despatch relative to the Appointment of Sir G. Wm. DesVœux, as Governor of Newfoundland.**

*COLONIAL OFFICE TO THE ADMINISTRATOR.*

[Copy.]

Newfoundland.

No. 11.

DOWNING STREET,  
5th February, 1886. }

SIR,—

I have the honor to acquaint you that the Queen has, on my recommendation, been pleased to approve the appointment of Sir G. William DesVœux, Governor of Fiji, to be Governor of Newfoundland, and that he will leave England to assume the Government at an early date.

I have, &c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

**No. 9.****Correspondence relating to an Arrangement between  
Great Britain and France respecting the New-  
foundland Fishery Question.****No. 1.**

*THE RIGHT HONORABLE THE EARL OF DERBY TO  
GOVERNOR SIR J. H. GLOVER, G. C. M. G.*

DOWNING STREET,  
June 12th, 1884. }

SIR,—

In my Despatch, of the 18th December last,\* I informed the Officer Administering the Government of Newfoundland of the appointment of Mr. Clare Ford, C. B., C. M. G., and Mr. E. B. Pennell as British Commissioners on the Commission to meet in Paris in connexion with the Newfoundland fisheries question.

These gentlemen, representing Her Majesty's Government, and M. Jagerschmidt and Captain Bigrel acting on behalf of the Government of the French Republic, met in Paris on the 23rd January last, and the labors of the Commission were concluded at a meeting held on the 26th April, when an Arrangement was signed by the Commissioners.

I have now the honor to transmit to you a copy of that Arrangement, together with two inclosures accompanying it, which consist of a statement and map referred to in Article 2.

You will observe that the Arrangement has been entered into subject to the approval of the Governments of Great Britain and France; and Her Majesty's Government will not intimate their approval until the Colonial Government and Legislature have had an opportunity of studying its provisions, and of considering the

\* Not printed.

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great advantages which it affords for a settlement of the long outstanding and difficult question of the fisheries.

Before proceeding to explain the details of the present arrangement, it may be convenient to recapitulate the provisions of the Treaties bearing upon the question.

They are as follows :—

By Article XIII. of the Treaty of Utrecht, 1713, it was agreed that “ The Island called Newfoundland, with the adjacent islands, “ shall, from this time forward, belong of right wholly to Britain, “ and to that end the town and fortress of Placentia, and what- “ ever other places in the said Island are in the possession of the “ French, shall be yielded and given up within seven months from “ the exchange of the ratifications of this treaty, or sooner if pos- “ sible, by the Most Christian King to those who have a commis- “ sion from the Queen of Great Britain for that purpose. Nor “ shall the Most Christian King, his heirs and successors, or any “ of their subjects, at any time hereafter lay claim to any right to “ the said island and islands, or to any part of it or them. More- “ over, it shall not be lawful for the subjects of France to fortify “ any place in the said island of Newfoundland, or to erect any “ buildings there, besides stages made of boards, and huts neces- “ sary and useful for drying of fish, or to resort to the said island “ beyond the time necessary for fishing and drying of fish. But “ it shall be allowed to the subjects of France to catch fish and to “ dry them on land in that part only, and in no other besides that, “ of the said Island of Newfoundland, which stretches from the “ place called Cape Bonavista to the northern point of the said “ island, and from thence running down by the western side, “ reaches as far as the place called Point Riche. But the island “ called Cape Breton, as also all others, both in the mouth of the “ river St. Lawrence and in the gulf of the same name, shall here- “ after belong of right to the French, and the Most Christian King “ shall have all manner of liberty to fortify any place or places “ there.” And by Article V. of the Treaty of Paris, 1763, that “ The subjects of France shall have the liberty of fishing and “ drying, on a part of the coasts of the island of Newfoundland,

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“ such as it is specified in article XIII. of the Treaty of Utrecht,  
“ which article is renewed and confirmed by the present treaty  
“ (except what relates to the island of Cape Breton, as well as to  
“ the other Islands and coasts in the mouth and in the Gulf of  
“ St. Lawrence); and His Britannic Majesty consents to leave to  
“ the subjects of the Most Christian King the liberty of fishing in  
“ the Gulf of St. Lawrence on condition that the subjects of France  
“ do not exercise the said fishery but at the distance of three lea-  
“ gues from all the coasts belonging to Great Britain, as well those  
“ of the continent as those of the islands situated in the Gulf of  
“ St. Lawrence. And as to what relates to the fishery on the coast  
“ of the island of Cape Breton, out of the said gulf, the subjects  
“ of the Most Christian King shall not be permitted to exercise  
“ the said fishery but at the distance of fifteen leagues from  
“ the coast of the island of Cape Breton; and the fishery on  
“ the coasts of Nova Scotia or Acadia, and everywhere else out of  
“ the said gulf, shall remain on the foot of former treaties.” And  
by Article VI. of the same treaty, “ The King of Great Britain  
“ cedes the Islands of St. Pierre and Miquelon in full right to  
“ His Most Christian Majesty, to serve as a shelter to the French  
“ fishermen; and His said Most Christian Majesty engages not to  
“ fortify the said Islands; to erect no buildings upon them but  
“ merely for the convenience of the fishery; and to keep upon  
“ them a guard of fifty men only for the police.” And by Article  
IV. of the Treaty of Versailles, 1783, that “ His Majesty the King  
“ of Great Britain is maintained in his right to the Island of New-  
“ foundland and to the adjacent Islands, as the whole were assu-  
“ red to him by the 13th Article of the Treaty of Utrecht, except-  
“ ing the Islands of St. Pierre and Miquelon, which are ceded in  
“ full right by the present treaty to His Most Christian Majesty.’  
And by Article V. of the said last-named treaty that “ His Majesty  
“ the Most Christian King, in order to prevent the quarrels which  
“ have hitherto arisen between the two nations of England and  
“ France, consents to renounce the right of fishing, which belongs  
“ to him in virtue of the aforesaid article of the treaty of Utrecht,  
“ from Cape Bonavista to Cape St. John, situated on the eastern  
“ coast of Newfoundland, in 50° north latitude; and His Majesty  
“ the King of Great Britain consents, on his part, that the fishery

“ assigned to the subjects of His Most Christian Majesty, begin-  
 “ ning at the said Cape John, passing to the north and descending  
 “ by the western coast of the island of Newfoundland, shall ex-  
 “ tend to the place called Cape Ray, situated in 47° 50' latitude.  
 “ The French fishermen shall enjoy the fishery which is assigned  
 “ to them by the Treaty of Utrecht.” And by Article VI. of the  
 said last-named treaty that, “ With regard to the fishery in the  
 “ Gulf of St. Lawrence, the French shall continue to exercise it  
 “ conformably to the Vth Article of the Treaty of Paris.” And  
 by a declaration of His Britannic Majesty, dated the 3rd day of  
 September, 1783, it was declared that “ The King, having entirely  
 “ agreed with His Most Christian Majesty upon the articles of the  
 “ definitive treaty, will seek every means which shall not only  
 “ insure the execution thereof, with his accustomed good faith and  
 “ punctuality, but will besides give, on his part, all possible effi-  
 “ cacy to the principles which shall prevent even the least foun-  
 “ dation of dispute for the future.”

“ To this end, and in order that the fishermen of the two  
 “ nations may not give cause for daily quarrels, His Britannic Ma-  
 “ jesty will take the most positive measures for preventing his sub-  
 “ jects from interrupting in any manner, by their competition, the  
 “ fishery of the French during the temporary exercise of it which  
 “ is granted to them upon the coasts of the island of Newfound-  
 “ land; and he will, for this purpose, cause the fixed settlements  
 “ which shall be formed there to be removed. His Britannic Ma-  
 “ jesty will give orders that the French fishermen be not incom-  
 “ moded in cutting the wood necessary for the repair of their  
 “ scaffolds, huts, and fishing vessels.

“ The XIIIth Article of the Treaty of Utrecht, and the method  
 “ of carrying on the fishery, which has at all times been acknow-  
 “ ledged, shall be the plan upon which the fishery shall be carried  
 “ on there; it shall not be deviated from by either party; the  
 “ French fishermen building only their scaffolds, confining them-  
 “ selves to the repair of their fishing vessels, and not wintering  
 “ there; the subjects of His Britannic Majesty, on their part, not  
 “ molesting in any manner the French fishermen during their fish-  
 “ ing nor injuring their scaffolds during their absence.

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“The King of Great Britain, in ceding the islands of St. Pierre and Miquelon to France, regards them as ceded for the purpose of serving as a real shelter to the French fishermen, and in full confidence that these possessions will not become an object of jealousy between the two nations, and that the fishery between the said islands and that of Newfoundland shall be limited to the middle of the channel.”

And by a counter declaration of His Most Gracious Majesty the King of France, dated the 3rd day of September, 1783, it was declared that “The principles which have guided the King in the whole course of the negotiations which preceded the re-establishment of peace must have convinced the King of Great Britain that His Majesty has had no other design than to render it solid and lasting, by preventing as much as possible, in the four quarters of the world, every subject of discussion and quarrel.

“The King of Great Britain undoubtedly places too much confidence in the uprightness of His Majesty’s intentions not to rely upon his constant attention to prevent the islands of St. Pierre and Miquelon from becoming an object of jealousy between the two nations.

“As to the fishery on the coasts of Newfoundland, which has been the object of the new arrangements settled by the two Sovereigns upon this matter, it is sufficiently ascertained by the Vth Article of the Treaty of Peace signed this day, and by the Declaration likewise delivered to day by His Britannic Majesty’s Ambassador Extraordinary and Plenipotentiary; and His Majesty declares that he is fully satisfied on this head.

“In regard to the fishery between the Island of Newfoundland and those of St. Pierre and Miquelon, it is not to be carried on by either party but to the middle of the channel; and His Majesty will give the most positive orders that the French fishermen shall not go beyond this line. His Majesty is firmly persuaded that the King of Great Britain will give like orders to the English fishermen.”

And by further Treaties between the said Great Contracting Parties, viz., by Article VIII. of the Treaty of Paris, 1814, it was

agreed that " His Britannic Majesty, stipulating for himself and his allies, engages to restore to His Most Christian Majesty, within the term which shall be hereafter fixed, the Colonies, fisheries, factories, and establishments of every kind which were possessed by France on the 1st January, 1782, in the seas, on the Continents of America, Africa, and Asia, with exception, however, of the Islands of Tobago and St. Lucia, and the Isle of France and its dependencies, especially Rodrigues and the Sechelles, which several Colonies and possessions His Most Christian Majesty cedes in full right and sovereignty to His Britannic Majesty, and also the portion of St. Domingo ceded to France by the Treaty of Basle, and which His Most Christian Majesty restores in full right and sovereignty to His Catholic Majesty." And by Article XIII. of the said last-named treaty that " The French right of fishery upon " the Great Bank of Newfoundland upon the coasts of the island " of that name, and of the adjacent islands in the Gulf of St. " Lawrence, shall be replaced upon the footing in which it stood " in 1792." And by Article XI. of the Treaty of Paris, 1815, that " The Treaty of Paris of the 30th May, 1814, and the Final Act of " the Congress of Vienna of the 9th June, 1815, are confirmed, " and shall be maintained in all such of their enactments which " shall not have been modified by the Articles of the present " Treaty."

Under the provisions of these treaties the French have hitherto maintained that they enjoy—

1. An exclusive right of fishery on that portion of the coast of Newfoundland between Cape St. John and Cape Ray, passing round by the north of the island.
2. That all British fixed settlements, of whatever nature, on that portion of the coast are contrary to treaty.

The British Government, on the other hand, have maintained,

1. That British subjects have a right to fish concurrently with the French, so long as they do not interrupt the latter.
2. That the undertaking in the Declaration of 1783, to cause the removal of fixed settlements, referred only to fixed



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fishing settlements, and that fixed settlements of any other kind are not contrary to the declaration.

French fishermen have, moreover, been in the habit of fishing the rivers, and of barring them with nets or weirs, interrupting the free circulation of salmon, and thereby causing great injury to the salmon fishery.

The British Government, however, have always maintained that the French have no right to the fisheries in rivers.

The Government of France each year during the fishing season employ ships of war to superintend the fishery exercised by their countrymen, and in consequence of the divergent views entertained by the two Governments respectively as to the interpretation to be placed upon the treaties, questions of jurisdiction, which might at any moment have become serious, have repeatedly arisen.

Such being the provisions of the treaties, and the construction placed upon them by the Governments and subjects of the two countries, practical difficulties have naturally occurred, and it has become of urgent importance that they should be removed.

The colonists have for some years past been desirous of developing the resources of their country as regards mines, agriculture, and other industries, but have constantly been met with the objections of the French Government to their doing so, and the development of the Colony on that part of Newfoundland where the French enjoy treaty rights has been practically at a standstill, although rich mines are known to exist there, and the agricultural capabilities of the Colony are undoubtedly most valuable.

Your Government are aware that the present Commission is the eighth which has been appointed since the year 1846 for a settlement of the Newfoundland Fishery question, and it may be useful here to recapitulate briefly the various terms which have been proposed in the previous negotiations as a basis of settlement, in order to show distinctly how much more favourable to the Colony is the present arrangement as compared with the terms proposed on any previous occasion.

In the year 1844 the French Government proposed negotiations to be held in London, and previous to opening them it was determined to appoint a British and French Commissioner in Newfoundland to report upon the question.

Captain Fabvre, commander of the French naval station, and Mr. Thomas, President of the Chamber of Commerce at Newfoundland, were, in consequence, appointed by their respective Governments.

On the 30th July, 1844, Mr. Thomas made his report to the Governor. In this report he suggested, with regard to the French claim of "exclusive rights," that the respective fishermen of both nations should be kept separate and distinct in their fishing places. He also suggested the extension of the French fishery limits to Belle Isle North, and made suggestions with regard to the sale of bait to French fishermen.

This report resulted in negotiations being held in Paris in the month of March, 1846.

The British Commissioner, Sir A. Perrier, was authorized to offer, in exchange for the French cession of all rights between Cape Ray and Bonne Bay, the following concessions:—

Admission of *exclusive* right of fishery from Bonne Bay to Cape St. John, going round by the north.

Exclusive right of French fishery, drying, and curing at Belle Isle North.

Permission for English fishermen to sell bait at St. Pierre.

At preliminary conferences held in Newfoundland, these measures had nearly been agreed to by Mr. Thomas and Capt. Fabvre; but Captain Fabvre was desirous of retaining for France, in addition to the exclusive rights above mentioned, her rights of fishing, curing fish, &c., at Cod Roy, Red Island, Port-a-Port, and Lark Harbor, and to acquire for the French a "concurrent" right of fishery on the coast of Labrador.

The instructions, however, to the French Commissioner did not admit of his negotiating on the above-mentioned principles,

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and as no new propositions were brought forward by the French Government up to the month of May, 1847, the negotiations fell through.

On the application of the French Government in 1854 negotiations were renewed, Sir A. Perrier being again directed to proceed to Paris to act as British Commissioner, M. de Bon being appointed on the part of France.

The British Commissioner was instructed to invite proposals from the French Commissioner such as might form a starting-point in the negotiations.

M. de Bon accordingly proposed, on the part of France, to admit the right of British subjects to inhabit the Bay St. George, or, in other terms, to give up the exclusive right of fishery in that bay, to which they considered themselves entitled by the Treaty of 1783. In return for this concession he demanded:—

1. The right to fish for bait (herring and caplin) on the south coast of Newfoundland, without restriction.
2. The right to fish during two months of the year (without curing or drying on shore) on that part of the coast of Labrador, situated between the Isles of Vertes and the Isles St. Modeste, both included; and
3. The right of fishery at Belle Isle North, in the Straits, which the French Commissioner asserted was enjoyed by the French up to 1841, without any demur on the part of Great Britain.

The concessions demanded by the French negotiator were not considered admissible, and the British Commissioner, in order to overcome the difficulties arising out of the claim of Great Britain to a concurrent right of fishery, suggested that the question would be best settled if the rights of the fishermen of the two nations were kept separate and distinct. In order to carry out this suggestion, he proposed that the French rights should be made exclusive as against British subjects from Cape St. John to some point on the western coast, such as Cape Verde (Green

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Point, to the north of Bonne Bay) ; the French, on the other hand, to renounce their right altogether on the remainder of the coast, which would be that part where the British had been in the habit of carrying on the herring fishery and other fisheries incidental to the requirements of a fixed population.

The French negociator offered no objection to the plan of recognizing the French "exclusive right" on a diminished extent of coast ; but he contended for the retention of a "concurrent right" on that portion on the coast on which their exclusive claim might be renounced, and for other advantages as well, such as admission, concurrently with British fishermen, to the fisheries of Labrador and North Belle Isle, and to the "bait fishery" on the southern coast, all of which, he maintained, were necessary, as an equivalent for admitting British subjects to a free "concurrent right" on the lower portion of the western coast.

The British Commissioner was disposed to accept the demands of the French so far as to extend the French fishery to North Belle Isle, and also to remove all restrictions on the purchase of "bait," on condition that the French should entirely renounce their rights between Cape Verte and Cape Ray ; and in June, 1855, he forwarded to the Foreign Office the above suggestions in the form of a counter proposal to those which had been made by France.

Mr. Labouchere, Her Majesty's Secretary of State for the Colonies, concurred in the adoption of the British negociator's project of a "compromise" as the basis of negotiation to be offered to the French Government. It corresponded, he believed, with the views of the Colonial authorities ; deprived neither nation of any advantage of real value ; and there would only be a reciprocal abandonment of barren rights and useless or nominal restrictions ; and he prepared a draft treaty which might be substituted for the whole of the existing engagements on the Newfoundland Fisheries question.

The negotiations were continued in the year 1856 by Captain Pigeard, who arrived in London in the month of July of that year, and by Mr. Merivale, the Under-Secretary of State for the Colonies. The basis of these negotiations was founded upon the coun-

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ter proposals made by Sir A. Perrier, and also upon the draft of the treaty proposed by Mr. Labouchere. The negotiations finally terminated by the signature of a Convention in London on the 17th January, 1857.

According to the stipulations of this Convention,\* a printed copy of which is annexed, an exclusive right of fishery and the use of the strand for fishery purposes was conceded to the French from Cape St. John, on the east coast of Newfoundland, to the Quirpon Islands, and from the Quirpon Islands, on the north coast, to Cape Norman, on the west coast, in and upon the following five fishery harbors, namely, Port-au-Choix, Small Harbor, Port-a-Port, Red Island, and Cod Roy Island, to extend, as regarded these five harbors, to a radius of three marine miles in all directions from the centre of each such harbor. On other parts of the west coast (the five harbors excepted) British subjects were to enjoy a "concurrent" right of fishing with French subjects, but French subjects were to have the exclusive use of the strand for fishery purposes from Cape Norman to Rock Point, in the Bay of Islands, north of the River Humber, in addition to the strand of the reserved harbors.

A "concurrent" right of fishing was also granted to French subjects on the coast of Labrador, from Blanc Sablon to Cape Charles, and of North Belle Isle.

With regard to the question of fixed establishments, the Convention of 1857 stipulated that no British buildings or inclosures should be erected or maintained on the strand reserved for French exclusive use. It was provided, however, that buildings which had stood for five successive seasons previous to the date of the Convention, without objection on the part of the French Government, should not be liable to removal without equitable compensation to the owners from the French Government. By the Convention a limited right of jurisdiction was conceded to the French, and French naval officers were to have the power to enforce the French exclusive rights of fishing by the expulsion of vessels or boats attempting concurrent fishing, in the case of there being no

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\* Convention of 1857.

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British cruising vessel in sight or made known to be present within a distance of five marine miles. French naval officers were likewise entitled to take such measures as occasion might require to put French fishermen in possession of any portion of the strand of which their exclusive use for fishery purposes was recognised by the Convention.

It will thus be seen that, according to the terms of the Convention of 1857, France would have obtained an *exclusive* right of fishery on the northern extremity and northeastern coast of Newfoundland, and also on five points on the western coast of the island.

This Convention did not come into force owing to the objections raised by the Government of Newfoundland.

In the year 1859 a mixed Commission, composed, on the part of Great Britain, of Captain Dunlop and Mr. Kent, (Colonial Secretary in Newfoundland), and, on the part of France, of M. de Montaignac de Chauvance and M. de Gobineau, was appointed to verify facts connected with the infraction of the treaties; and at the close of that year the Commissioners furnished their Report, accompanied by recommendations which led to the re-opening of negotiations in 1860.

The terms of a Convention, and of Joint Instructions to be given to the British and French naval officers on the Newfoundland station, were then agreed on, and are enclosed (Enclosure 3),\* but the negotiations fell through, mainly in consequence of the wording of Articles 4 and 15 of the Joint Instructions.

The 4th Article related to the punishment of offenders in fishery disputes, and the 15th Article had reference to the removal of such buildings on the French Shore as might interfere with the French fishery, with regard to which it was found impossible to reconcile the conflicting views.

It may be useful to quote *in extenso* the latter article, as the use of one word in it contributed more than anything else to the failure of the negotiations.

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\* Proposed Convention of 1860 with Joint Instructions.

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It was to the following effect in the French version :—

“Tout construction qui sera élevée à l’avenir sans le consentement de la Commission des Pêcheries sera enlevée par l’ordre du Commissaire Britannique et sans indemnité, dans un délai de six mois de la notification qui en sera faite, si la place occupée par la dite construction est *requis*e pour les besoins de la pêche Française.”

It was proposed to substitute the words : “faite par la Commission que le place occupée par la dite construction est *nécessaire* pour les besoins de la pêche Française.”

This alteration was proposed by the British Government in order to make the erections removable, not on a requisition from the French Government or its officer, but on notice from a Commission of which a British officer was a member. To this alteration the French Government objected on grounds with which it was difficult to deal, because they proceeded from an acknowledged difference of view between the two Governments. The British Government would, however, have been willing subsequently to waive their objections with regard to the wording of the 4th and 15th Articles of the Stipulations which were framed in 1860, and to accept the arrangement with some trifling modifications; but on the matter being referred to the French Government the proposal was rejected, nor did the French Government give any reasons for their refusal to accept it.

In the month of October, 1874, negotiations were again renewed with the French Government, Captain (afterwards Admiral) Miller being appointed on the part of Her Majesty’s Government, and Caprain de Boissoudy on that of France, and were continued, with various interruptions, during the course of the years 1875 and 1876, and, as you are aware, were not productive of any settlement.

In the course of these negotiations Her Majesty’s Government received the assistance of Sir F. Carter, Premier of Newfoundland, who was in England at the time.

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The arrangement which was originally contemplated on this occasion was founded on resolutions, dated the 23rd April, 1874, adopted by the Newfoundland House of Assembly, and concurred in by the Legislative Council, and it embraced the following stipulations:—

1. The establishment of a Joint Naval Commission to take cognizance only of such matters as related to the fisheries; and in case of disagreement, reference to be made to the respective Governments, all other questions to be dealt with by competent authorities.

2. That the existing British Settlements in St. George's Bay, Cod Roy, and Bay of Islands, Bonne Bay, and White Bay should remain undisturbed, and no interruption to be made by the French to fishing by the British in those bays, nor interference with their buildings and enclosures there, nor with any erections or buildings on any part of the coast where the French enjoy a temporary right of fishery which did not actually interfere with the fishery privileges of the French, as should be determined by the Commissioners; nor were British subjects to be molested in fishing on any part where they did not actually interrupt the French by their competition.

3. That no building or enclosure which had been erected for five years should be removed as interfering with the French fishery privileges without compensation to be determined on by the Commissioners; but no compensation to be payable for any such building or enclosure hereafter erected without the consent of the Commissioners.

4. That the Commissioners should determine the limit or boundary line to which the French might prosecute their fishery, the British having the exclusive right of salmon and all other fishing in rivers.

5. That the breadth of strand of which the French should have the right of temporary use for fishery purposes should be defined; thus removing objections to grants of land for all purposes beyond the boundary so to be defined, and within the same



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for mining purposes ; right being reserved to the British Government to erect on such strand works of a military or other public character, and to the British subjects for wharves and buildings necessary for mining, trading, and other purposes apart from the fishery in places selected with permission of Commissioners.

It was further recommended that the Colonial Legislature should state to Her Majesty's Government that they were not prepared to agree to any concessions to the Government of France which would convey to the French rights of fishery which they did not at present possess under existing Treaties ; but that they would recommend the Legislature to consent that the valuable and important right to purchase bait, both herring and caplin, on the southern coast, should be conceded to the French at such times as British subjects might lawfully take the same upon terms which were to be agreed upon.

During the course of the negotiations which took place certain modifications of the above terms were introduced, which it is unnecessary to dwell upon here, inasmuch as the negotiations came to no result ; but the above extracts have been quoted in order to show the nature of the arrangement which at that time was considered by the Government of Newfoundland as offering a satisfactory settlement of the fisheries question, and it is obvious that had an arrangement been entered into at that period on the above-quoted basis, it would have been far less advantageous to the interests of the Colony than the one which has now been signed by the British and French Commissioners in Paris.

A period of five years now elapsed before fresh negotiations, by means of a Joint Commission, took place. In the year 1881 a Commission was appointed, Admiral Miller being again the British Commissioner, and Admiral Pierre being named on the part of France.

During the negotiations Sir William Whiteway was in London, and was constantly consulted by Her Majesty's Government as the negotiations proceeded.

Draft Articles were drawn up by the British Commissioner, with the concurrence of Sir William Whiteway, which it was hoped would offer to the French Government a satisfactory basis for discussion, and lead to an agreement being arrived at between the Commissioners of the two respective countries for a settlement of the question.

The basis of this arrangement consisted in the appointment of a Commission, to be called a Commission of Demarcation, whose duty it would be to define and allot certain parts of the strand on which the French might exercise the rights conceded to them by Treaty, and the remainder of the coast to be released from Treaty stipulations; and it was contemplated to allot not more than one-half of any one harbor for the purpose of French use, and the amount of the strand inland was not to extend to a greater distance than one-third of a mile from high-water mark.

Moreover, in the allotments for French use there was to be reserved in each case to the British Government a sufficient space for the erection of wharves, &c., and other public works or buildings, which, however, were not to be erected without previous consent on the part of the French Government.

It was further contemplated that all establishments or settlements existing at the time, British or French, were, under certain provisos, to remain undisturbed.

In addition to the appointment of a Commission of Demarcation, a Mixed Commission was to be appointed, which was to be named the Fishery Commission, and was to act in conformity with Joint Instructions based on the Articles of the Agreement.

The duty of the Fishery Commission was to see that neither British nor French fishermen were interrupted in their fishing operations.

The Fishery Commission was to have power to punish any person contravening its orders or decisions, either by means of fines or seizure of property.

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The French were allowed to leave their boats, &c., during the winter months, and to erect dwelling-houses for their guardians, who might be either French or British.

The French were to be allowed to purchase bait, (both herring and caplin) on shore or at sea, on the southern coast of Newfoundland, at such times as British subjects might lawfully take the same, free from all duty or restriction not equally imposed on British subjects.

The French Commissioner, on being made acquainted with the substance of the draft Articles, reported at a meeting of the Commission that the French Government were unable to accept the arrangement embodied in them, stating that the principle of British and French occupying the same harbours and fishing-grounds could never be entertained.

It is not necessary to enter further on these negotiations, as they did not result in any agreement being come to.

On comparing the provisions of the various proposals enumerated above with those embodied in the present Arrangement, the advantages to the Colony offered by the latter will at once be seen.

The result under its provisions will be :—

1. That fixed settlements of every description will be allowed on the very extended portions of the coast which are tinted in red on the Map, with the exception of fishing establishments which Her Majesty's Government have never contended to be permissible under the Treaties.

2. That the claim of the French to an exclusive right of fishery will be withdrawn, as the Arrangement recognizes the concurrent right of British fishermen to fish everywhere on the coast between Cape St. John and Cape Ray, under the condition of not interfering with or molesting French fishermen when in the exercise of their fishing industry.

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3. That the claim of the French to the right of fishing in rivers, except at the mouths, as far as the water remains salt, is withdrawn, and the practice of barring the rivers is prohibited.

4. That all fixed settlements, fishery or otherwise, at present existing within the limits of that portion of the coast over which the French enjoy Treaty rights, will not be disturbed.

In previous negotiations the subject of fixed establishments received the earnest consideration of the British negotiators, and it was, on more than one occasion, contemplated to appoint Mixed Commissions to assess the amount of compensation which should be paid to the owners of property whose buildings were to be removed.

However desirable such a course might have been, great difficulty would probably have been experienced in carrying it into effect, and it might have given rise to many vexatious and complicated questions.

No such inconvenience can result under the very satisfactory provision of the present arrangement dealing with this branch of the subject.

In return for the advantages to the Colony above enumerated, Her Majesty's Government would, under the present Arrangement, recognize little more than the *de facto* state of things existing as regards the acts of authority exercised every fishing season by the French cruizers in the waters over which the French Treaty rights extend, and the exercise of these acts on the part of French cruizers would only take place in cases of infraction of the very reasonable provisions of this Arrangement, and then only in the absence of any of Her Majesty's cruizers.

I may here observe that a Convention,\* a copy of which is inclosed, was signed in 1881 at The Hague by the Representatives of certain Maritime Powers for the regulation of the fisheries in the North Sea. This Convention contains very useful provisions for the orderly prosecution of the fisheries in common by fisher-

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\* Convention (1881) relating to Regulation of North Sea Fisheries,

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men of different nationalities, and some of its provisions have been considered applicable to the case of the Newfoundland fisheries.

The stipulations of the North Sea Convention no doubt apply to waters which are not territorial, still the peculiar fisheries rights granted by treaties to the French in Newfoundland invest those waters during the months of the year when fishing is carried on in them both by English and French Fishermen with a character somewhat analogous to that of a common sea for the purposes of fishery. It could not be expected that the French would give up in favor of the development of the Colony the interpretation they place on the Treaties, without obtaining in return some equivalent by which they will in the future be better able to secure for their fishermen the full enjoyment of their fishing industry, and it appears to Her Majesty's Government that little inconvenience is likely to result from the exercise of the limited right accorded to French cruizers by the present Arrangement.

The French Government have invariably maintained that the establishment of a fixed population on any portions of the coast on which they enjoy Treaty rights must result in their ultimate exclusion from those spots, through French fishermen being virtually debarred from enjoying the free and uninterrupted exercise of the fishery rights accorded to them; and they instance the cases of the Bay of St. George on the west coast and of Conche on the east coast, where such a condition of affairs has arisen.

In agreeing, therefore, to the opening of all those extensive portions of the coast tinted red on the map, to a fixed population, the French Government naturally, and, in the opinion of Her Majesty's Government, not unreasonably, ask in return that they may be enabled to exercise, in cases where none of Her Majesty's cruizers may actually be present, such an amount of supervision as may insure an uninterrupted enjoyment of the fisheries by their countrymen in these waters.

Any inconvenience which might possibly be entailed by this arrangement would be obviated, if necessary, by a closer supervision being exercised on the part of Her Majesty's cruizers of those portions of the coast where the cruizers of the French navy

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may be stationed, and, indeed, it is contemplated that two of Her Majesty's cruizers should in future cruize more especially off the northern portion of the coast, where the French are in the habit of carrying on their principal fisheries.

It will be further observed that the fishery rights of the British are not in any way curtailed, but are, on the contrary, strengthened, their right of concurrent fishery being, as already pointed out, now recognised by the French.

In conclusion, I have to inform you that Her Majesty's Government have thought it desirable that the British Commissioners who attended the Commission in Paris should proceed to Newfoundland, in order to offer any explanations of the present Arrangement which your Government may desire to receive; and Her Majesty's Government confidently trust that your Ministers will view the arrangement in the same light as that in which it is regarded by Her Majesty's Government, namely, as being a most advantageous one to the interests of the Colony, and as affording a means of avoiding the recurrence of those irritating questions which have so constantly arisen in connexion with the Newfoundland Fisheries question, and, moreover, as greatly diminishing the risk of any conflicts between the fishermen of the two nations.

The British Commissioners will sail for Newfoundland on the 17th instant, and will present this Despatch to you on their arrival.

Her Majesty's Government would be gratified if your Ministers should find it in their power to convene a special meeting of the Legislature as soon as may be possible, in order that the necessary Acts may be passed to give effect to those portions of the Arrangement which require legislative action, so that its provisions may be brought into operation at as early a date as possible.

I have, &c.,

(Signed,) DERBY.

Sir JOHN GLOVER.

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ENCLOSURE IN No. 1.

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*ARRANGEMENT SIGNED AT PARIS 26th APRIL, 1884,  
RELATING TO THE NEWFOUNDLAND  
FISHERIES QUESTION.*

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*(Cancelled and superseded by "Arrangement" signed 14th  
November, 1885.)*

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ARRANGEMENT.

The undersigned Commissioners, who have been appointed by the Governments of Great Britain and France, in order to find means, without touching the treaties at present in force, which it is not their duty either to modify or interpret, of preventing and regulating disputes relative to the exercise of the fishery on the coast of Newfoundland, have framed in concert the following regulations, subject to the approval of their respective Governments.

ARTICLE 1.

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland engages to comply with the following regulations for securing to French fishermen, in execution of the treaties in force, and particularly of the Declara-

ARRANGEMENT.

Les Commissaires soussignés, délégués par les Gouvernements de Grande Bretagne et de France, à l'effet, de rechercher, en dehors des traités actuellement en vigueur qu'ils n'avaient mission ni de modifier ni d'interpréter, les moyens de prévenir et de régler les contestations relatives à l'exercice de la pêche, sur les côtes de Terre Neuve, ont arrêté d'un commun accord, sous réserve de l'approbation de leurs Gouvernements respectifs, les dispositions suivantes.

ARTICLE 1er.

Le Gouvernement de Sa Majesté la Reine du Royaume Uni de Grand Bretagne et d'Irlande, s'engage à se conformer aux dispositions ci après pour assurer aux pêcheurs français, en exécution des traités en vigueur et particulièrement de la Déclara-

tion of 1783, the free exercise of their industry on the coasts of Newfoundland without any interference or obstruction whatever on the part of British subjects.

## ARTICLE 2.

The Government of the French Republic engages, on its part, in exchange for the security accorded to French fishermen by the application of the regulations contained in the present arrangement, not to raise any objection against the formation of establishments necessary for the development of every industry other than that of the fisheries on those portions of the coasts of Newfoundland comprised between Cape St. John and Cape Raye, which are tinted in red on the map\* hereto annexed and which do not appear in the statement\* also annexed describing the portions of the coast to which the present paragraph does not apply.

It engages equally not to disturb the resident British subjects in respect of the establishments actually existing on those parts of the coast comprised between Cape St. John and Cape Raye,

tion de 1783, le libre exercice de leur industrie, sur les côtes de Terre Neuve sans gêne ou obstacle quelconque de la part des sujets Britanniques.

## ARTICLE 2.

Le Gouvernement de la République Française s'engage, de son côté, en échange de la sécurité accordée aux pêcheurs français par l'application des dispositions contenues dans le présent arrangement, à n'élever aucune protestation contre la création des établissements nécessaires au développement de toute industrie autre que celle des pêcheries, sur les parties de la côte de Terre Neuve comprise entre le Cap Saint Jean et le Cap Raye qui sont teintées en rouge sur la carte ci-annexée et qui ne figurent pas dans l'état, également ci annexé, comprenant les portions de territoire auxquelles ne s'appliquent point le présent paragraphe.

Il s'engage également à ne pas inquiéter les sujets Anglais résidents, à l'égard des constructions actuellement établies sur le littoral compris entre le Cap Saint Jean et le Cap Raye, en passant

\* The map and statement here referred to are identical with those annexed to the subsequent arrangement of 14th November, 1885. See No. 14, pp. 30-32.



passing by the North, but no new ones will be established on those parts of the coast described in the statement mentioned in the preceding paragraph.

**ARTICLE 3.**

It is understood that French citizens shall retain in full on all those parts of the coast, comprised between Cape Saint John and Cape Raye, the right as it is defined by treaty of fishing, of drying and curing their fish, &c., as well as of cutting wood, in all parts, except on enclosed property, necessary for fishing stages, huts, and fishing boats.

**ARTICLE 4.**

The superintendence and the police of the fisheries shall be exercised by the ships of war of the two countries in accordance with the conditions hereafter set forth, the commanders of these ships having sole authority and competency under these conditions in all matters relating to the fisheries, and the operations which result therefrom.

**ARTICLE 5.**

French and English fishing ships or boats shall be registered in accordance with the administrative regulations of the country to which they respectively

par le Nord. Mais il n'en sera point établi de nouvelles sur les parties du littoral comprises dans l'état mentionné au paragraphe précédent.

**ARTICLE 3.**

Il est entendu que les français conserveront dans sa plénitude sur toutes les parties de la côte comprise entre le Cap Saint Jean et le Cap Raye et tel qu'il est défini par les Traités, le droit de pêcher, sécher, préparer le poisson, &c., ainsi que celui de couper partout ailleurs que dans les propriétés closes, le bois nécessaire pour leurs échafaudages cabanes et bâtiments de pêche.

**ARTICLE 4.**

La surveillance et la police de la pêche seront exercées par des bâtiments de la marine militaire des deux pays, dans les conditions ci-après déterminées les commandants des croiseurs ayant seuls, dans ces conditions, autorité et compétence dans toutes les affaires concernant la pêche et les opérations qui en sont la conséquence.

**ARTICLE 5.**

Les navires ou bateaux de pêche français et anglais seront enregistrés, suivant les règlements administratifs du pays auquel ils appartiennent, et dev-

belong, and shall bear distinctive marks in a visible manner, which will allow of their being easily recognised at a distance. The captains, masters, or persons in charge, must have with them documents establishing the nationality of their ships or boats.

## ARTICLE 6.

The commanders of cruizers of each nation shall notify mutually to one another any infractions which may be committed by the ships or boats of the other nation of the regulations set forth in the preceding article.

## ARTICLE 7.

The cruizers of the two countries shall have authority to record all infractions of the treaties actually in force, and especially of the Declaration of 1783, according to the terms of which British subjects are not to "interrupt in any manner the fishery of the French by their competition during the temporary exercise of it which is granted to them upon the coasts of Newfoundland."

## ARTICLE 8.

On a complaint being made by French fishermen or on a demand being made by them with a view to their being enabled to exercise their right of

ront porter d'une manière apparente des marques distinctives permettant de constater à distance leur identité. Les capitaines, maîtres, ou patrons seront porteurs de documents justificatifs de la nationalité de leurs navires ou bateaux.

## ARTICLE 6.

Les commandants des bâtiments croiseurs se signaleront mutuellement les infractions aux règles établies par l'article précédent qui seraient commises par les navires ou bateaux de l'autre nation.

## ARTICLE 7.

Les bâtiments croiseurs des deux pays seront compétents pour constater toutes les infractions aux traités actuellement en vigueur et notamment à la Déclaration de 1783, aux termes de laquelle les sujets britanniques ne doivent "troubler en aucune manière par leur concurrence, la pêche des français pendant l'exercice temporaire qui leur est accordé sur les côtes de Terre Neuve."

## ARTICLE 8.

Sur la plainte des pêcheurs français ou sur leur demande tendant à pouvoir user de leur droit de pêche, les commandants des bâtiments croiseurs Anglais

fishing, the commanders of the English cruizers shall oppose, and, in case of no English cruizer being in sight, the commanders of the French cruizers may oppose, every fishing operation of British subjects which may interrupt the industry of such French fishermen; they shall remove the boats or ships causing the obstruction to such industry.

With this object the commanders of French cruizers may address to the offending parties the necessary warnings, and in case of resistance take their fishing implements in order to place them on shore or to give them up into the hands of the commanders of Her Britannic Majesty's cruizers.

In cases in which no interruption shall result to French fishermen, and in which neither a complaint nor a demand has been made to enable them to exercise without difficulty their right of fishing, the commanders of French cruizers shall not oppose the fishing operations of British subjects.

#### ARTICLE 9.

In cases in which residents on shore may interfere with or disturb by their acts the drying and the preparation of fish, and in

s'opposeront, et, s'il n'y a aucun croiseur Anglais en vue, les commandants des bâtimens croiseurs français pourront s'opposer à toute opération de pêche des sujets Britanniques qui gênerait l'industrie des dits pêcheurs français; ils éloigneront les bateaux ou navires qui seraient un obstacle à cette industrie.

A cet effet, les commandants des bâtimens croiseurs français, pourront adresser à la partie en cause les injonctions nécessaires, et prendre, en cas de résistance, les engins de pêche pour les déposer à terre ou les remettre entre les mains des commandants des croiseurs de sa Majesté Britannique.

Dans le cas où il n'en résulterait aucune gêne pour les pêcheurs français, et où il n'y aurait ni plainte ni demande de leur part tendant à pouvoir user, sans difficulté, de leur droit de pêche, les commandants des croiseurs français ne s'opposeront pas à l'exercice de la pêche par les sujets Britanniques.

#### ARTICLE 9.

Dans le cas où des résidents gêneraient ou troubleraient à terre, par leurs actes, le séchage et la préparation du poisson et,

general the various operations which are a consequence of the exercise of the French fishery on the coast of Newfoundland, a report verifying the damage caused shall be drawn up by the commanders of the cruizers of Her Britannic Majesty and, in their absence, by the commanders of the French cruizers.

In the latter case the report shall be admitted in evidence in the judicial proceedings to be taken thereon by the commanders of Her Majesty's cruizers in the exercise of their functions as justices of the peace.

#### ARTICLE 10.

If an offence is committed or damage caused, the commanders of cruizers of the nationality to which the offender belongs, and in their absence, the commanders of the cruizers of the nationality to which the plaintiff belongs, shall estimate the gravity of the facts brought to their knowledge, and shall record the damage sustained by the plaintiff.

They shall draw up, should occasion require it, in accordance with the forms in use in the countries of the two nations respectively, a report as to the

en général les diverses opérations qui sont la conséquence de l'exercice de la pêche française sur la côte de Terre Neuve, un procès verbal de constatation du dommage causé sera dressé par les commandants des bâtiments croiseurs de Sa Majesté Britannique et, en leur absence, par les commandants des croiseurs français.

Dans ce dernier cas, le procès verbal fera foi, pour la justice à rendre, en leur qualité de Magistrats, par les commandants des croiseurs de Sa Majesté Britannique.

#### ARTICLE 10.

Si un délit est commis ou un dommage causé, les commandants des bâtiments croiseurs de la nationalité du délinquant et, en leur absence, les commandants des bâtiments croiseurs de la nationalité du plaignant apprécieront la gravité des faits parvenus à leur connaissance et constateront le dommage éprouvé par le partie plaignante.

Ils dresseront, s'il y a lieu, et suivant les formes usitées dans leur pays, procès verbal de la constatation des faits telle qu'elle résultera tant des déclarations

verification of the facts such as it may result as well from the declarations of the interested parties as from the evidence taken in the matter. This report shall be admitted in evidence in the judicial proceedings to be taken thereon so far as their powers extend by the commanders of the cruizers of the nationality to which the offending party belongs.

Should the matter appear to be of sufficient gravity to justify such a step, the commander of the cruizers of the nationality to which the plaintiff belongs, shall have the right if no cruizer of the nationality to which the offender belongs be in sight, to secure either the person of the offender or his boat in order to give them up into the hands of the commanders of the cruizers of the nationality to which they belong.

#### ARTICLE 11.

The commanders of the British and French cruizers shall administer immediate justice within the limits of their powers, with regard to the complaints brought to their notice either by the interested parties directly or through the commanders of the cruizers of the other nation.

des parties intéressées que des témoignages recueillis. Le procès verbal fera foi, pour la justice à rendre, dans les limites de leur compétence, par les commandants des croiseurs de la nationalité du délinquant.

Si le cas lui semble assez grave pour justifier cette mesure, le commandant du bâtiment croiseur de la nationalité du plaignant aura le droit, s'il n'y a en vue aucun croiseur de la nationalité du délinquant, de s'assurer soit de la personne du dit délinquant, soit de son bateau, pour les remettre entre les mains des commandants des bâtiments croiseurs de leur nationalité.

#### ARTICLE 11.

Les commandants des bâtiments croiseurs Anglais et français devront, dans la limite de leur compétence, faire droit, d'urgence, aux plaintes, dont ils seront saisis, soit directement par la partie intéressée, soit par l'entremise des commandants des croiseurs de l'autre nation.

## ARTICLE 12.

Resistance to the directions or injunctions of commanders of cruizers charged with the police of the fisheries or of those who act under their orders, shall, without taking into account the nationality of the cruizer, be considered as resistance to the competent authority for repressing the act complained of.

## ARTICLE 13.

When the act alleged is not of a serious character but has nevertheless caused damage, the commanders of cruizers shall be at liberty, should the parties concerned agree to it, to arbitrate between them, and to fix the compensation to be paid.

## ARTICLE 14.

The French Government abandons for its subjects the salmon fisheries in rivers, and only reserves a right to the salmon fishery in the sea and at the mouths of rivers up to the point where the water remains salt, but it is forbidden to place fixed barriers capable of impeding interior navigation or the circulation of the fish.

## ARTICLE 15.

French fishermen shall be ex-

## ARTICLE 12.

La résistance aux prescriptions ou injonctions des commandants des bâtiments croiseurs chargés de la police de la pêche ou de ceux qui agissent d'après leurs ordres, sera, sans tenir compte de la nationalité du croiseur, considérée comme résistance envers l'autorité compétente pour réprimer le fait incriminé.

## ARTICLE 13.

Lorsque le fait incriminé ne sera pas de nature grave, mais que, néanmoins il aura occasionné des dommages, les commandants des bâtiments croiseurs pourront concilier les intéressés et fixer l'indemnité à payer, s'il y a consentement des parties en cause.

## ARTICLE 14.

Le Gouvernement Français renonce, pour ces nationaux, à la pêche du saumon dans les cours d'eau et ne se réserve la pêche de ce poisson qu'en mer et à l'embouchure des rivières jusqu'au point où les eaux sont salées, mais il est interdit d'établir des barrages fixes pouvant empêcher la navigation intérieure ou la circulation du poisson.

## ARTICLE 15.

Les pêcheurs français seront,

empt from the payment of any duties on the importation into that part of the Island of Newfoundland comprised between Cape Saint John and Cape Raye, passing by the North, of all articles, goods, provisions, &c., which are necessary for the prosecution of their fishing industry, for their subsistence, and for their temporary establishment on the coast of this British possession.

They shall also be exempt on the same part of the coast from the payment of all light and port dues and other shipping dues.

#### ARTICLE 16.

French fishermen shall have the right to purchase bait, both herring and caplin, on shore or at sea, on the shores of Newfoundland, free from all duty or restriction, subsequent to the 5th of April in each year and up to the close of the fishing season.

#### ARTICLE 17.

The employment of French subjects in the proportion of one family to each establishment is authorised for the guardianship of the French establishments out of the fishing season.

#### ARTICLE 18.

All fishing boats, all their small boats, all rigging, gear,

exempts de toute taxe pour l'introduction dans la partie de l'Île de Terre Neuve comprise entre le Cap Saint Jean et le Cap Raye, en passant par le Nord, de tous objets, matières, vivres, &c., nécessaires à leur industrie à leur subsistence et à leur établissement temporaire sur la côte de cette possession Britannique.

Ils seront également, dans cette même partie de l'Île affranchis de tout droit de phare, de port, ou autre droit de navigation.

#### ARTICLE 16.

Les pêcheurs français auront le droit d'acheter la boîte, hareng et capelan, à terre ou à la mer, dans les parages de Terre Neuve, sans droits ni entraves quel-conques postérieurement au cinquième jour d'Avril de chaque année et jusqu'à la fin de la saison de pêche.

#### ARTICLE 17.

L'emploi de sujets français, à raison d'une famille par établissement, est autorisé pour la garde des emplacements français, en dehors de la saison de pêche.

#### ARTICLE 18.

Tout bateau de pêche, tout canot, tout objet d'armement ou

nets, lines, buoys and other fishing implements whatsoever, found or picked up, shall, as soon as possible, be delivered to the competent authorities of the nation of the salvor.

The articles saved shall be restored to the owners thereof or to their representatives by means of the above-mentioned competent authorities, the interest of the salvors being previously guaranteed.

The indemnity to be paid to the salvors shall be fixed in accordance with the law of the respective countries in such matters.

#### ARTICLE 19.

The provisions of the present arrangement, with the exception of those contained in Articles 1 and 2, shall be applicable solely for the time during which the treaties accord to the French the right of fishing and drying their fish.

In faith of which the undersigned Commissioners have drawn up the present arrangement, subject to the approval of their respective Governments, and have signed the same.

Done at Paris, in duplicate, the 26th of April, 1884.

FRANCIS CLARE FORD.  
EDMUND BURKE PENNELL.

de grément de bateau de pêche, tout filet, ligne, bouée ou engin quelconque, qui aura été trouvé, ou recueilli, devra aussitôt que possible être remis aux autorités compétents de la nation du sauveteur. Les objets sauvés seront rendus aux propriétaires ou à leur représentants par les soins des dites autorités compétents et sous réserve de la garantie préalable des droits de sauveteurs.

L'indemnité à payer aux sauveteurs sera fixée suivant la législation de leur pays.

#### ARTICLE 19.

Les dispositions du présent arrangement, à l'exception de celles des Articles 1 et 2 seront applicables uniquement pendant le temps durant lequel les traités accordent aux français le droit de pêcher et de sécher le poisson.

En foi de quoi les Commissaires sous-signés ont dressé le présent arrangement sous réserve de l'approbation de leurs Gouvernements respectifs et y ont opposé leur signature.

Fait à Paris en double exemplaire le 26 Avril, 1884.

CH. JAGERSCHMIDT.  
J. BIGREL.



No. 2.

GOVERNOR SIR J. H. GLOVER, G. C. M. G., TO THE  
RIGHT HON. THE EARL OF DERBY, K. G.,

(Received July 24, 1884.)

GOVERNMENT HOUSE,  
July 16th, 1884. }

MY LORD,—

At a Council held this morning, I had laid before me the accompanying Minute upon which my Ministers have agreed in regard to the Convention signed at Paris on the 26th of April, 1884, by the English and French Commissioners.

2. Your Lordship will observe that my Ministers desire two modifications in the proposed scheme, namely, facilities for the export of Minerals from the harbors not tinted red on the map; and that the French guardians should be limited to one family in each harbor.

I have, &c.,

(Signed,) JOHN H. GLOVER,  
Governor.

The Right Hon. the Earl of Derby,

&c., &c., &c.

ENCLOSURE IN No. 1.

EXTRACT FROM MINUTES OF COUNCIL, JULY 15, 1884.

The Council have had under consideration the Arrangement agreed to by Messrs. Ford and Pennell, Commissioners appointed by Her Majesty's Government, and by Monsieur Jagersschmidt and

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Captain Bigrel, on the part of the Government of France, with regard to the Newfoundland fisheries question, together with a Despatch dated 12th June, 1884, of the Right Hon. Secretary of State for the Colonies to His Excellency the Governor on this subject.

The Council appreciate the endeavours of Her Majesty's Government to effect an arrangement for the prevention of the difficulties periodically recurring between the fishermen of both nations.

It is to be regretted that Her Majesty's Government have not been enabled to secure to British subjects to the full extent those rights for which the Government of Newfoundland have contended, and which are set forth in the resolutions adopted by the local legislature, dated 23rd April, 1874, to the principles of which resolutions the Council still adhere.

Reciprocating the solicitude of Her Majesty's Government for the obtainment of the object in view, the Council confide in the assurance of the Right Hon. Lord Derby in his Despatch above quoted, that under the proposed arrangement the claim of the French to an exclusive right of fishery is withdrawn, and the concurrent right of British fishermen recognised to fish everywhere on the coast between Cape St. John and Cape Ray, provided they do not actually interfere with or molest French fishermen in the exercise of their fishing industry.

With regard to complaints and offences the adjudication of which would rest solely with the Commanders of French cruisers, the Council must rely upon an equitable construction being applied to the terms of the treaties; and they trust that a vigilant exercise by the British cruisers of the powers conferred on them, sustained by Her Majesty's Government, will insure to British subjects the full enjoyment of those privileges contemplated by the proposed arrangement. In a word, the Council feel assured that the whole proposition will be carried out in the spirit of equity and mutual consideration essential to its success.

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With these views the Council would respectfully urge that the following modifications may be effected, in such manner as Her Majesty's Government may deem best adapted to the attainment of the ends desired.

An erroneous estimate appears to have obtained of the value of that portion of the coast tinted red on the map accompanying the present proposals. Although extent of coast is apparently open to British occupation, yet that portion between Bonne Bay and Cat's Arm in White Bay is impossible of settlement, inasmuch as the harbours and landing places within these limits are practically reserved for the use of the French. It is believed that in the vicinity of some of these harbours there are valuable mineral deposits, and unless means of ingress and egress are afforded such deposits cannot be worked. The present arrangement should therefore contain a provision allowing of the erection of wharves and buildings necessary for working and shipping purposes in these harbours. Such erections could not interfere with or incommode the fishing operations of the French. The sites to be determined by the British and French Commanders of cruisers on the coast.

Article 17 appears to be objectionable on the ground that it would operate as a basis for the formation of the permanent settlement of a French population on the coast. The guardians indicated should be limited to one French guardian and his family for each harbour, for the purpose of taking care of French property during that period of the year when the French, by treaty, are to be absent from the coast.

The Council are convinced that the Legislature, as well as the Executive, in entering upon this important question, will be animated by a desire to meet as far as possible the views of Her Majesty's Government regarding a satisfactory settlement, and they believe that the acceptance of the modifications above suggested would tend materially to commend the arrangement to the favourable consideration of both Houses.

The Council regret that under present circumstances the holding of a Session of the Legislature before the usual period of the

year would be attended with such difficulties and inconveniences that they are obliged to deem it inexpedient, and feel unable to meet the desire of Her Majesty's Government in relation to this matter.

E. D. SHEA,  
Clerk, Executive Council.

No. 3.

GOVERNOR SIR J. H. GLOVER, G. C. M. G., TO THE  
RIGHT HON. THE EARL OF DERBY, K. G.,

(Received July 24, 1884.)

GOVERNMENT HOUSE, }  
July 16th, 1884. }

MY LORD,—

I have the honour to forward herewith a Minute of Council agreed upon by my Ministers, setting forth the reason for not holding a special Session of the Legislature, as suggested in your Lordship's secret Despatch of the 12th June, 1884.\*

I have. &c.,

(Signed,)

JOHN H. GLOVER,  
Governor.

The Right Hon. the Earl of Derby,  
&c., &c., &c.

## ENCLOSURE IN No. 3.

*MINUTE OF THE EXECUTIVE COUNCIL, HELD ON  
THE 16th JULY, 1884.*

The present circumstances of the Colony are very unfavorable to the holding of a special Session of the Legislature.

2. The recent trials in the Supreme Court, consequent on the disturbances in Harbor Grace, have produced a great and unwonted agitation of the public mind, and sectarian feeling is active and widespread. In this state of things it is exceedingly improbable that the very important matter now in question would receive dispassionate consideration. The Council therefore regret that they are obliged to deem the proposal of an extra Session inexpedient, and that in this respect they are unable to meet the desire of Her Majesty's Government.

(Signed,) E. D. SHEA,  
Clerk.

## No. 4.

*THE RIGHT HON. THE EARL OF DERBY, K. G., TO  
GOVERNOR SIR J. H. GLOVER, G. C. M. G.*

DOWNING STREET, }  
August 9, 1884. }

SIR,—

I have the honor to acknowledge the receipt of your secret Despatch of the 16th of July,\* enclosing a Minute of Council respecting the Arrangement for the settlement of the Newfoundland Fishery Question.

\* No. 2.

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I have read the Minute with satisfaction, and Her Majesty's Government will use their best endeavours to procure the acceptance by the French Government of the modifications in the Convention which are suggested.

I have, &c.,

(Signed,)

DERBY.

Sir J. H. GLOVER.

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No. 5.

*THE RIGHT HON. THE EARL OF DERBY, K. G., TO  
GOVERNOR SIR J. H. GLOVER, G. C. M. G.*

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TELEGRAPHIC.

22nd November. With respect to the proposed Fisheries Arrangement the French Commissioners are ready to agree to one guardian for each harbour except in the case of large harbours where their establishments are at a distance from each other. Reply as soon as possible whether your Government agree, and ask them to suggest a wording of the article to meet this case. The British Commissioners hope to be able to carry the modification desired by your Government as regards the question of wharves in harbours.

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No. 6.

*GOVERNOR SIR J. H. GLOVER, G. C. M. G., TO THE  
RIGHT HON. THE EARL OF DERBY, K. G.*

*Received November 24, 1884.*

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TELEGRAPHIC.

Proposed Fisheries Arrangement.—My government are willing to assent to the suggested modification as to guardians in the

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case of large harbours if that is the only point in dispute. They consider that the article should run thus: "except in large harbours where the temporary fishing rooms of the French are so distant from each other as to render it impracticable for one guardian to take care of all such rooms, and in such harbours two guardians may be appointed."

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## No. 7.

*THE RIGHT HON. THE EARL OF DERBY, K. G., TO  
GOVERNOR SIR J. H. GLOVER, G. C. M. G.*

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## TELEGRAPHIC.

31st January, 1885.—Fishery question. There is every prospect of obtaining modification in respect of guardians in accordance with text suggested by Colonial Government and modification in respect of wharves as worded in following draft article to follow Article 2: "As often as and notwithstanding the prohibition stipulated at the end of the second paragraph of the preceding article, and in the case in which a mine shall be discovered in the vicinity of any one of the parts of the coast comprised in the statement annexed to the present Arrangement, the Government of the French Republic engages not to raise any objection against the persons interested enjoying for the working of such mine facilities compatible with the free exercise of the French fishery. With this object a wharf may be constructed on a point of the coast to be specified by common agreement between the commanders of the cruisers of the two nations, all the buildings necessary for the working of the mine, of whatever description they may be, storehouses, magazines, workman's houses, &c., shall be erected on that part of the territory situated beyond the limits specified in the annexed statement. They may be connected to the wharf by one single railroad of one or two lines, no construction other than that of a wharf, and the railroad above-mentioned shall, in conformity with the last sti-

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“pulation of the second paragraph of the preceding article, be  
 “erected on that part of the coast set aside for the fishing within  
 “the limits fixed in the annexed statement”; end of proposed  
 article; statement referred to accompanies Article 2. It is  
 hoped that if buildings are placed beyond distances defined in  
 statement, but are connected by rail with the wharves, the re-  
 quirements of Colonial Government will be practically met. It is  
 of great importance that Her Majesty’s Government should re-  
 ceive assurance from Colonial Government that the Legislature  
 will probably agree to Arrangement of April 26th with modifica-  
 tions as above indicated. Her Majesty’s Government would high-  
 ly appreciate friendly co-operation of Newfoundland Government  
 and Legislature in bringing to a settlement and thus concluding  
 this question affecting their relations with France.

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No. 8.

*GOVERNOR SIR J. H. GLOVER, G. C. M. G., TO THE  
 RIGHT HON. THE EARL OF DERBY, K. G.*

*Received February 6th, 1885.*

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TELEGRAPHIC.

Fifth. Referring to your telegram\* which has been submitted to Government here, they consider that proposed alteration of modifications suggested by them with regard to wharves and buildings in case of discovery of mines in neighbourhood of portion of coast set aside for the French, will prohibit the working of mines within the limits mentioned in Arrangement; buildings of certain description being quite indispensable to working in mines. A favorable reception of Arrangement of 26th April by the House of Legislature, meet on the 12th February, would be seriously affected by these restrictions. Colonial Government are most desirous of co-operating with Her Majesty’s Government in settling the matter.

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\* No. 7.



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No. 9.

*THE RIGHT HON. THE EARL OF DERBY, K. G., TO  
GOVERNOR SIR J. H. GLOVER, G. C. M. G.*

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TELEGRAPHIC.

February 10, 1885.—Object of French Government is to discourage population where French fishery establishments particularly situated. Her Majesty's Government regard as hopeless to endeavour to induce French Government to agree to buildings within prescribed limits in harbors not tinted red on map unless it is stipulated that they shall not be used as residences. They could propose, if this would meet views of your Government, that with the above reservation, constructions necessary for shelter of mining apparatus and storage of minerals might be permitted within those limits on sites to be approved by common agreement between the commanders of cruizers of two nations. Would your Government suggest wording of article in this sense?

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No. 10.

*GOVERNOR SIR J. H. GLOVER, G. C. M. G., TO THE RIGHT  
HON. THE EARL OF DERBY, K. G.*

*(Received February 12, 1885.)*

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TELEGRAPHIC.

Eleventh. Buildings within prescribed limits in harbors not tinted red on map shall be understood to mean all constructions necessary for mining operations, such as shelters for mining apparatus and stores for minerals, but not dwellings, which are not permitted within the said limits.

No. 11.

*FOREIGN OFFICE TO COLONIAL OFFICE.*

FOREIGN OFFICE, }  
Dec. 18, 1885. }

SIR,—

I am directed by the Marquis of Salisbury to transmit to you herewith, for the information of Her Majesty's Secretary of State for the Colonies, a copy of a Despatch which His Lordship has addressed to the British Delegates to the Newfoundland Fishery Commission upon the termination of the labors of the Commission, together with a copy of a Despatch to Her Majesty's Minister at Paris, bearing testimony to the conciliatory spirit shown by the French Delegates throughout the recent negotiations.

I am, &amp;c.,

(Signed,) J. PAUNCEFOTE.

The Under Secretary of State,  
Colonial Office.

ENCLOSURE IN No. 11.

*THE MARQUIS OF SALISBURY TO SIR CLARE FORD  
AND MR. PENNELL.*

FOREIGN OFFICE, }  
Dec. 12th, 1885. }

GENTLEMEN,—

I have received with much satisfaction from Her Majesty's Secretary of State for the Colonies a copy of the Arrangement relative to the Newfoundland fisheries, which was signed by you on the 14th ultimo, jointly with your French colleagues, and which

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you were authorised to conclude, subject to its acceptance by the Legislature of the Colony and to its final ratification by Her Majesty's Government and the Government of the French Republic.

The controversy between Great Britain and France concerning the Newfoundland fisheries has been carried on for more than 100 years. It may be said, indeed, to date back to a period considerably anterior to the Treaty of Versailles of 1783, by which it was hoped that a lasting solution of the question would have been effected. Differences of opinion arose, however, almost immediately afterwards, with regard to the proper construction of the new Treaty stipulations dealing with the French rights of fishery, and, as time went on, the question became still further complicated by the increase of the fixed population on that part of the shore where these privileges were exercised. The matter was first brought before the Foreign office by a Despatch from Count Sebastiani to Lord Palmerston in 1836; but formal negotiations were not opened till ten years later, in 1846; which resulted, eleven years later, in 1857, in the signing of a Convention between England and France, by which it was hoped that all difficulties would be adjusted. But it fell to the ground through the opposition of the Newfoundland Legislature, and attempts of a similar character which were made in 1859-60, 1868, 1874, and 1881, have, for various reasons, proved equally abortive.

The actual negotiations in which you have recently been engaged have extended over a period of nearly two years, and your labours in connection with this important question having now come to a close, I avail myself of the opportunity to express to you my entire approval of the manner in which you have performed the duties intrusted to you, and my high appreciation of the tact and ability you have displayed in the conduct of these long and delicate negotiations.

I trust that the new "Arrangement" which you have concluded, will be found to afford a practical solution of the many difficulties surrounding the question of the Newfoundland fisheries, and that it will provide a satisfactory means of settlement

for the constantly recurring disagreements between British and French subjects in Newfoundland, which have for so many years formed the subject of correspondence between the two Governments concerned, whilst at the same time I believe that it will satisfy the legitimate needs of the inhabitants of the coast of Newfoundland, and allow of the development of the agricultural and mineral resources of the Colony.

If these anticipations should be realized the object sought by the two countries will have been attained.

I cannot conclude this Despatch without placing on record my acknowledgment of the conciliatory spirit shown by your French colleagues throughout the late negotiations, which has largely facilitated the task with which you were charged, and contributed in no slight degree to its successful issue.

I am, &c.,

(Signed,) SALISBURY.

ENCLOSURE 2 IN No. 11.

*THE MARQUIS OF SALISBURY TO SIR J. WALSHAM.*

FOREIGN OFFICE,  
December 25, 1885. }

SIR,—

I transmit to you herewith, for your information, copy of the papers marked in the margin relative to the proceedings of the Newfoundland Fishery Commission, and to the Arrangement lately signed in Paris by the British and French Commissioners.

I have to request that you will take advantage of the first favourable opportunity that may present itself to express to the French Government the high sense entertained by Her Majesty's Government of the conciliatory spirit shown by the French dele-

gates throughout the recent negotiations, which has contributed in an important degree to the harmonious action of the Mixed Commission, and to the conclusion of the Arrangement signed on the 14th ultimo.

I am, &c.,

(Signed,) SALISBURY.

No. 12.

*COLONIAL OFFICE TO SIR F. CLARE FORD, K.C.M.G.,  
C.B., AND E. B. PENNELL, ESQ.*

DOWNING STREET,  
December 27, 1884. }

GENTLEMEN,—

I am directed by Colonel Stanley to acknowledge the receipt of your letter of the 15th of November,\* enclosing (with other documents) the "Arrangement" relating to the Newfoundland fisheries which was signed at Paris by yourselves and the French Commissioners on the previous day, and reporting your proceedings in connexion therewith.

Colonel Stanley forwarded copies of your report with its enclosures to the Secretary of State for Foreign Affairs, and he now desires me to inform you that Her Majesty's Government approve the "Arrangement" as signed by you on the 14th of November, subject to future ratification, and they also approve the proceedings which you have reported.

The Marquis of Salisbury has forwarded to this office a copy of the Despatch dated the 12th instant,† which he addressed to you on the termination of the labours of the Commission upon

\* Not printed.

† Enclosure 1 in No. 11.

which you have been engaged, and Colonel Stanley desires me to state that he has pleasure in conveying to you the expression of his entire concurrence in the remarks made by his Lordship.

I am, &c.,

(Signed,) **ROBERT G. W. HERBERT.**

Sir CLARE FORD.

E. B. PENNELL, Esq.

No. 13.

*FOREIGN OFFICE TO COLONIAL OFFICE.*

FOREIGN OFFICE, }  
Jan. 16, 1886. }

SIR,—

With reference to my letter of the 18th of December last,\* I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before Her Majesty's Secretary of State for the Colonies, copy of a Despatch from Her Majesty's Minister in Paris, on the subject of the Newfoundland Fisheries question.

I am, &c.,

(Signed,) **J. PAUNCEFOTE.**

The Under Secretary of State,  
Colonial Office.

## ENCLOSURE IN No. 13.

*SIR J. WALSHAM TO THE MARQUIS OF SALISBURY.*PARIS,  
January 1, 1886. }

MY LORD,—

On Wednesday last, the first opportunity of seeing M. de Freycinet that had presented itself since the receipt of your Lordship's instruction of the 15th ultimo, I took advantage of it to express to his Excellency the high sense entertained by Her Majesty's Government of the conciliatory spirit which had been shown by the French Delegates throughout the recent negotiations on the Newfoundland Fisheries question. It was considered, I said, to have contributed in a high degree to the harmonious action of the Mixed Commission, and to the satisfactory termination of its labours.

M. de Freycinet begged me to assure your Lordship of the gratification which he felt at this mark of appreciation on the part of Her Majesty's Government. Such appreciation, he added, was all the more gratifying to him because he had concealed from the French Commissioners his own wish that the negotiations with their English colleagues should be conducted on the most friendly footing.

I have, &amp;c.,

(Signed,) JOHN WALSHAM.

No. 14.

*COLONEL THE RIGHT HON. F. A. STANLEY, M. P.,  
TO THE OFFICER ADMINISTERING THE GOV-  
ERNMENT OF NEWFOUNDLAND.*

DOWNING STREET,  
January 26, 1886. }

SIR,—

In his Despatch to the late Governor of Newfoundland of the 12th of June, 1884,\* my predecessor transmitted a copy of the Arrangement signed at Paris on the 26th of April of that year, for the regulation of the Newfoundland Fisheries, and for settling the difficult questions connected therewith.

Lord Derby in that Despatch explained the rights enjoyed by the French under the treaties in force bearing upon the question; he described the various attempts made from time to time to settle the points in dispute between the Governments of France and Great Britain, and showed the advantages offered by the Arrangement then forwarded as compared with the terms contemplated in all previous proposals for a settlement.

The British Commissioners who attended the Commission in Paris, proceeded, as you are aware, to St. John's at the same time with the Despatch, in order to offer any explanations which the Government of Newfoundland might desire to receive upon the subject of the Arrangement, which was one which Her Majesty's Government regarded not only as most advantageous to the interests of the Colony, but also as affording a means of avoiding the recurrence of those irritating questions which had so constantly arisen, and as calculated to diminish greatly the risk of any conflicts between the fishermen of the two nations.

During their visit to Newfoundland the British Commissioners were in constant communication with the Colonial Government, whose consideration of the Arrangement resulted in a

\* No. 1.



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Minute of Council, dated the 15th of July, 1884, in which they stated that the Colonial Legislature, as well as the Executive, would be animated by a desire to meet, as far as possible, the views of Her Majesty's Government regarding a satisfactory settlement, but they urged that certain modifications should be made in the Arrangement which would tend materially to commend it to the favourable consideration of both Houses of the Colonial Legislature. The modifications they desired were the following.

That the Arrangement should contain a provision allowing the erection of wharves and buildings necessary for working mines and for shipping purposes in those harbours of the coast of Newfoundland not tinted red on the map accompanying Article 2 of the Arrangement, the sites to be determined by the British and French Commanders of cruizers on the coast, and that Article 17 of the Arrangement should be modified to this extent, viz., that the guardians indicated should be limited to one French guardian and his family for each harbour, for the purpose of taking care of French property during that portion of the year when the French are obliged by treaty to be absent from the coast.

With regard to this latter point, the Colonial Government subsequently agreed that in large harbours two French guardians should be allowed.

In reply to the Governor's Despatch forwarding this Minute of Council to the Secretary of State, Lord Derby informed the Governor that he had read the Minute with satisfaction and that Her Majesty's Government would use their best endeavours to procure the acceptance by the French Government of the modifications in the Arrangement which were suggested.

Negotiations with this object were subsequently resumed by the same Commission, and my predecessor informed the Governor of Newfoundland by his telegram of the 31st of Jan., that there appeared to be every prospect of obtaining the modification in respect of guardians suggested by the Colonial Government and a modification with regard to wharves, as worded in following draft article to follow Article 2: "As often as and notwithstanding the prohi-

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“ bition stipulated at the end of the second paragraph of the pre-  
“ ceding article, and in the case in which a mine shall be discovered  
“ in the vicinity of any one of the parts of the coast comprised  
“ in the statement annexed to the present Arrangement, the Gov-  
“ ernment of the French Republic engages not to raise any ob-  
“ jection against the persons interested enjoying for the working  
“ of such mine facilities compatible with the free exercise of the  
“ French fishery. With this object a wharf may be constructed  
“ on a point of the coast to be specified by common agreement  
“ between the commanders of the cruisers of the two nations, all  
“ the buildings necessary for the working of the mine, of what-  
“ ever description they may be, storehouses, magazines, workman’s  
“ houses, &c., shall be erected on that part of the territory situated  
“ beyond the limits specified in the annexed statement. They  
“ may be connected to the wharf by one single railroad of one or  
“ two lines, no construction other than that of a wharf, and the  
“ railroad above-mentioned shall, in conformity with the last sti-  
“ pulation of the second paragraph of the preceding article, be  
“ erected on that part of the coast set aside for the fishing within  
“ the limits fixed in the annexed statement.”

In reply, the Secretary of State was informed by the Governor’s telegram of the 5th of February, 1885, that the Colonial Government considered that the proposed alteration of the modifications suggested by them with regard to wharves and buildings, in case of discovery of mines in neighbourhood of portion of coast comprised in the “Statement” referred to would prohibit the working of mines within the limits mentioned in Arrangement, and that buildings of certain description were quite indispensable to working in mines. The Governor added that a favourable reception of the Arrangement of 26th April by the Legislature would be seriously affected by these restrictions, and that the Colonial Government were most desirous of co-operating with Her Majesty’s Government in settling the matter.

After some further telegraphic communication the Colonial Government explained by telegram that they wished it to be understood that the buildings which should be allowed in harbors not tinted red on the map which accompanied the “Arrangement”

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of 26th April, 1884, should be all constructions necessary for mining operations, such as shelters for mining apparatus and stores for minerals, but not dwellings; which were not to be permitted within the said limits.

Since the date of this telegram negotiations have proceeded with the French Government which I am happy to inform you have resulted in the requirements of the Government of Newfoundland being substantially conceded, although not in such general terms as those desired by the Newfoundland Government.

I now enclose a copy of an Arrangement which was signed at Paris by Sir Clave Ford and Mr. Pennell representing this country, and by Monsieur Jagerschmidt and Admiral Bigrel representing that of France, on the 14th of November last. This Arrangement supersedes that signed on the 26th April, 1884, which has been cancelled by the instrument of which a copy is annexed.

The stipulations which have been inserted with a view of giving effect to the wishes of the Government of Newfoundland with regard to the erection of constructions necessary for the working of mines on those portions of the coast not tinted red on the map which accompanies the Arrangement, and to the limitation of the number of French guardians, are contained in Articles 3 and 18.

Article 3, in the opinion of Her Majesty's Government, allows all such facilities for the working of mines and for the construction of the necessary wharves, shelters, and storehouses, on those portions of the coast to which that Article refers as can reasonably be expected, and as are compatible with the free exercise by the French of their fishery rights in those localities.

Article 18 carries out the views of your Government in regard to the limitation of the number of guardians to be allowed for the guardianship of the French establishments out of the fishing season.

Bearing in mind the restrictions which have hitherto interfered with the development of the mineral and other resources of

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Newfoundland, the provisions contained in the "Arrangement" cannot but be regarded by your Government as of the greatest value.

The Arrangement now transmitted to you differs from that of the 26th of April, 1884, only in the particulars above referred to (except that in Article 20 Article 18 has been included among the exceptions to those Articles applicable to the fishing season only), and the Despatch from my predecessor of the 12th of June, 1884, which forwarded that Arrangement, deserves again at the hands of your Government a careful study in connexion with the new Arrangement now transmitted to you.

Her Majesty's Government trust that the efforts which have been made in the course of the recent negotiations to arrive at such a settlement of the fishery question as would admit of the development of the resources of the Colony of Newfoundland on those parts of the coast where the French have fishery rights, whilst at the same time in no way curtailing the existing fishery rights of either British or French subjects on those coasts, will be duly appreciated by the Government and Legislature of Newfoundland.

I may state that in the course of the recent negotiations the British Commissioners drew the attention of their French colleagues to the difficulties attending the traffic in spirituous liquors between French fishermen and the inhabitants of Newfoundland; their representations on this subject have resulted in an undertaking being given by the French Commissioners on the part of their Government to the effect that immediately after the ratification of the Arrangement of the 14th November, 1885, instructions will be addressed to the Commandant of the Colony of St. Pierre and Miquelon for the prohibition to schooners and boats fitted out there for fishing purposes to ship a greater amount of spirituous liquors than is deemed necessary for the requirements of the crew. The French Commissioners have also declared that after the exchange of the ratifications of the "Arrangement" the Government of the French Republic will not raise any objection to the establishment of a British Consulate at St. Pierre.

I enclose a note verbale which was delivered by the French Commissioners to the British Commissioners relating to these two points at the last meeting of the Commission at Paris.

Your Government will no doubt attach due weight to the importance of these undertakings on the part of the French Government.

I enclose copies of communications which have been addressed to the British Commissioners by the Marquis of Salisbury and by this Department, conveying to them the appreciation of Her Majesty's Government of the services which they have rendered during the course of their negotiations.

You will lay this Despatch before your Ministers with the expression of the strong hope of Her Majesty's Government that the "Arrangement" now concluded will be found acceptable to them as well as to the Legislature of Newfoundland, to whom they will be so good as to submit it at the earliest opportunity, with a view to the necessary laws being passed to enable the Arrangement to come into force at the commencement of the next fishery season.

I have, &c.,

(Signed,)

FRED. STANLEY.

The Officer Administering the  
Government of Newfoundland.

ENCLOSURE 1 IN No. 14.

ARRANGEMENT SIGNED AT PARIS, 14th NOVEMBER,  
RELATING TO THE NEWFOUNDLAND  
FISHERIES QUESTION.

ARRANGEMENT.

The undersigned Commissioners,  
who have been appointed

ARRANGEMENT.

Les Commissaires soussignés,  
délégués par les Gouvernements

by the Governments of Great Britain and France in order to find means, without touching the treaties at present in force, which it is not their duty either to modify or interpret, of preventing and regulating disputes relative to the exercise of the fishery on the coasts of Newfoundland, have framed in concert the following regulations, subject to the approval of their respective Governments :

ARTICLE 1.

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland engages to comply with the following regulations for securing to French fishermen, in execution of the treaties in force, and particularly of the Declaration of 1783, the free exercise of their industry on the coasts of Newfoundland without any interference or obstruction whatever on the part of British subjects.

ARTICLE 2.

The Government of the French Republic engages, on its part, in exchange for the security accorded to French fishermen by the application of the regulations contained in the present arrangement, not to raise any objections against the formation of estab-

de Grande Bretagne et de France, à l'effet de rechercher, en dehors des traités actuellement en vigueur qu'ils n'avaient mission ni de modifier ni d'interpréter, les moyens de prévenir et de régler les contestations relatives à l'exercice de la pêche, sur les côtes de Terre Neuve, ont arrêté d'un commun accord, sous réserve de l'approbation de leurs Gouvernements respectifs, les dispositions suivantes :

ARTICLE 1er.

Le Gouvernement de Sa Majesté la Reine du Royaume Uni de la Grande Bretagne et d'Irlande s'engage à se conformer aux dispositions ci après pour assurer aux pêcheurs français, en exécution des traités en vigueur et particulièrement de la Déclaration de 1783, le libre exercice de leur industrie, sur les côtes de Terre Neuve sans gêne ou obstacle quelconque de la part des sujets Britanniques.

ARTICLE 2.

Le Gouvernement de la République Française s'engage, de son côté, en échange de la sécurité accordée aux pêcheurs français par l'application des dispositions contenues dans le présent arrangement, à n'élever aucune protestation contre la création

lishments necessary for the development of every industry other than that of the fisheries on those portions of the coasts of Newfoundland comprised between Cape St. John and Cape Ray which are tinted in red on the map hereto annexed and which do not appear in the statement also annexed describing the portions of the coast to which the present paragraph does not apply.

It engages equally not to disturb the resident British subjects in respect of the establishments actually existing on those parts of the coast comprised between Cape St. John and Cape Ray passing by the North, but no new ones will be established on those parts of the coast described in the statement mentioned in the preceding paragraph.

### ARTICLE 3.

Notwithstanding the prohibition stipulated at the end of the second paragraph of the preceding Article, in the case where a mine should be discovered in the vicinity of any one of the parts of the coast comprised in the Statement annexed to the present Arrangement, the Government of the French Republic engages not to raise any objec-

des établissements nécessaires au développement de toute industrie autre que celle des pêcheries, sur les parties de la côte de Terre Neuve comprise entre le Cap Saint Jean et le Cap Raye, qui sont teintées en rouge sur la carte ci-annexée et qui ne figurent pas dans l'État, également ci annexé, comprenant les portions de territoire auxquelles ne s'applique point le présent paragraphe.

Il s'engage également à ne pas inquiéter les sujets Anglais résidents, à l'égard des constructions actuellement établies sur le littoral compris entre le Cap Saint Jean et le Cap Raye, en passant par le Nord. Mais il n'en sera point établi de nouvelles sur les parties du littoral comprises dans l'état mentionné au paragraphe précédent.

### ARTICLE 3.

Nonobstant l'interdiction stipulée à la fin du second paragraphe de l'article précédent, dans le cas où une mine serait découverte dans le voisinage d'une des parties du littoral comprises dans l'État annexé au présent Arrangement, le Gouvernement de la République Française s'engage à ne point s'opposer à ce que les intéressés

tion to the persons interested enjoying for the working of such mine facilities compatible with the free exercise of the French fisheries.

With this object a wharf can be constructed on a point of the coast to be specified by common agreement between the commanders of the cruizers of the two nations.

The constructions necessary for the working of the mine, such as dwelling-houses, workshops, warehouses, &c., shall be erected on that part of the territory situated beyond the limits specified in the annexed Statement for the exercise of the French fisheries. They may be connected with the wharf by one single railroad of one or two lines.

In order to facilitate the operations of loading and unloading, shelters and storehouses may, nevertheless, be constructed on each side of the railroad for the provisional storage of minerals and mining plant on a space not exceeding 15 metres on each side of the railroad, such space to be inclosed by a hedge or some sort of inclosure.

jouissent, pour l'exploitation de la dite mine, des facilités compatibles avec le libre exercice de la pêche Française.

A cet effet un embarcadère (wharf) pourra être établi sur un point de la côte désigné, d'un commun accord, par les Commandants des croiseurs des deux pays.

Les constructions nécessaires à l'exploitation de la mine, telles que maisons d'habitation, ateliers, entrepôts, &c., seront élevées sur la partie du territoire située en dehors des limites fixées dans l'Etat ci-annexé pour l'exercice de la pêche Française. Elles seront reliées à l'embarcadère par une seule et unique ligne de chemin de fer à une ou deux voies.

Afin de faciliter les opérations de chargement et de déchargement, des abris et des magasins pourront, néanmoins, être construits des deux côtés de la voie ferrée pour le dépôt provisoire du minerai et du matériel de la mine, sur un espace qui ne pourra excéder 15 mètres de chaque côté de la voie, le dit espace devant être entouré d'une haie ou clôture quelconque.



No construction other than the wharf, the railway, and the shelters, and storehouses above mentioned, can, in conformity with the last stipulation of the second paragraph of the preceding Article, be erected on the part of the coast set aside for fishing in the limits fixed in the annexed Statement.

The stipulations of the present Article shall apply equally to the working of a mine within these limits on the condition that it shall have been mutually agreed upon previously by the Commanders of the cruizers of the two nations that the working of the mine shall not be of such a nature as to hinder the free exercise of the French fisheries.

#### ARTICLE 4.

It is understood that French citizens shall retain in full on all those parts of the coast, comprised between Cape Saint John and Cape Ray, the right as it is defined by treaty of fishing, of drying and curing their fish, &c., as well as of cutting wood in all parts except on enclosed property, necessary for fishing stages, huts, and fishing boats.

#### ARTICLE 5.

The superintendence and the

Aucun établissement autre que l'embarcadère, le chemin de fer, ainsi que les abris et magasins susmentionnés, ne pourra, conformément à la disposition finale du second paragraphe de l'article précédent, être créé sur la partie du littoral réservée à la pêche dans les limites fixées dans l'Etat ci-annexé.

Les dispositions du présent article s'appliqueront également à l'exploitation d'une mine en dedans de ces limites, à la condition qu'il ait été préalablement constaté, d'un commun accord, par les Commandants des croiseurs des deux pays, que l'exploitation de cette mine ne sera pas de nature à entraver le libre exercice de la pêche Française.

#### ARTICLE 4.

Il est entendu que les français conserveront dans sa plénitude sur toutes les parties de la côte comprise entre le Cap Ste. Jean et le Cap Raye et tel qu'il est défini par les Traités, le droit de pêcher, secher, préparer le poisson, &c., ainsi que celui de couper, partout ailleurs que dans les propriétés closes, le bois nécessaire pour leurs échafaudages, cabanes, et bâtiments de pêche.

#### ARTICLE 5.

La surveillance et la police de

police of the fisheries shall be exercised by the ships of war of the two countries in accordance with the conditions hereafter set forth, the commanders of these ships having sole authority and competency under these conditions in all matters relating to the fisheries, and the operations which result therefrom.

#### ARTICLE 6.

English and French fishing ships or boats shall be registered in accordance with the administrative regulations of the country to which they respectively belong, and shall bear distinctive marks in a visible manner, which will allow of their being easily recognised at a distance. The captains, masters, or persons in charge, must have with them documents establishing the nationality of their ships or boats.

#### ARTICLE 7.

The commanders of cruizers of each nation shall notify mutually to one another any infractions which may be committed by the ships or boats of the other nation, of the regulations set forth in the preceding article.

#### ARTICLE 8.

The cruizers of the two countries shall have authority to re-

la pêche seront exercées par des bâtiments de la marine militaire des deux pays, dans les conditions ci-après déterminées, les commandants des croiseurs ayant seuls, dans toutes les affaires concernant la pêche et les opérations qui en sont la conséquence.

#### ARTICLE 6.

Les navires ou bateaux de pêche anglais et français seront enregistrés, suivant les règlements administratifs du pays auquel ils appartiennent et devront porter, d'une manière apparente, des marques distinctives permettant de constater, à distance, leur identité. Les capitaines, maîtres, ou patrons seront porteurs de documents justificatifs de la nationalité de leurs navires ou bateaux.

#### ARTICLE 7.

Les commandants des croiseurs de chaque nation se signaleront mutuellement les infractions aux règles établies par l'article précédent qui seraient commises par les navires ou bateaux de l'autre nation.

#### ARTICLE 8.

Les bâtiments croiseurs des deux pays seront compétents

cord all infractions of the treaties actually in force, and especially of the Declaration of 1783, according to the terms of which British subjects are not to "interrupt in any manner the fishery of the French by their competition during the temporary exercise of it which is granted to them upon the coasts of Newfoundland."

## ARTICLE 9.

On a complaint being made by French fishermen or on a demand being made by them with a view to their being enabled to exercise their right of fishing, the commanders of the English cruizers shall oppose, and, in case of no English cruizer being in sight, the commanders of the French cruizers may oppose every fishing operation of British subjects which may interrupt the industry of such French fishermen; they shall remove the boats or ships causing the obstruction to such industry.

With this object the commanders of French cruizers may address to the offending parties the necessary warnings, and in case of resistance take their fishing implements in order to place them on shore or to give them up into the hands of the

pour constater toutes les infractions aux traités actuellement en vigueur et notamment à la Déclaration de 1783, aux termes de laquelle les sujets britanniques ne doivent "troubler, en aucune manière, par leur concurrence, la pêche des français pendant l'exercice temporaire qui leur est accordé sur les côtes de Terre Neuve."

## ARTICLE 9.

Sur la plainte des pêcheurs français ou sur leur demande tendant à pouvoir user de leur droit de pêche, les commandants des bâtimens croiseurs Anglais s'opposeront, et, s'il n'y a aucun croiseur Anglais en vue, les commandants des croiseurs français pourront s'opposer à toute opération de pêche des sujets Britanniques qui gênerait l'industrie des dits pêcheurs français; ils éloigneront les bateaux ou navires qui seraient un obstacle à cette industrie.

A cet effet, les commandants des bâtimens croiseurs français, pourront adresser à la partie en cause les injonctions nécessaires, et prendre, en cas de résistance, les engins de pêche pour les déposer à terre ou les remettre entre les mains des comman-

commanders of Her Britannic Majesty's cruizers.

In cases in which no interruption shall result to French fishermen, and in which neither a complaint nor a demand has been made to enable them to exercise without difficulty their right of fishing, the commanders of French cruizers shall not oppose the fishing operations of British subjects.

ARTICLE 10.

In cases in which residents on shore may interfere with or disturb by their acts the drying and the preparation of fish, and in general the various operations which are a consequence of the exercise of the French fishery on the coast of Newfoundland, a report verifying the damage caused shall be drawn up by the commanders of the cruizers of Her Britannic Majesty and in their absence by the commanders of the French cruizers.

In the latter case the report shall be admitted in evidence in the judicial proceedings to be taken thereon by the commanders of Her Majesty's cruizers in the exercise of their functions as justices of the peace.

dants des croiseurs de sa Majesté Britannique.

Dans le cas où il n'en résulterait aucune gêne pour les pêcheurs français, et où il n'y aurait ni plainte ni demande de leur part tendant à pouvoir user, sans difficulté, de leur droit de pêche, les commandants des croiseurs français ne s'opposeront pas à l'exercice de la pêche par les sujets Britanniques.

ARTICLE 10.

Dans le cas où des résidents gêneraient ou troubleraient à terre, par leurs actes, le séchage et la préparation du poisson et, en général les diverses opérations qui sont la conséquence de l'exercice de la pêche française sur la côte de Terre Neuve, un procès verbal de constatation du dommage causé sera dressé par les commandants des bâtiments croiseurs de sa Majesté Britannique et, en leur absence, par les commandants des croiseurs français.

Dans ce dernier cas, le procès verbal fera foi, pour la justice à rendre, en leur qualité de Magistrats, par les commandants des croiseurs de Sa Majesté Britannique.

## ARTICLE 11.

If an offence is committed or damage caused, the commanders of cruizers of the nationality to which the offender belongs, and in their absence, the commanders of the cruizers of the nationality to which the plaintiff belongs, shall estimate the gravity of the facts brought to their knowledge, and shall record the damage sustained by the plaintiff.

They shall draw up, should occasion require it, in accordance with the forms in use in the countries of the two nations respectively, a report as to the verification of the facts such as it may result as well from the declarations of the interested parties as from the evidence taken in the matter.

This report shall be admitted in evidence in the judicial proceedings to be taken thereon so far as their powers extend by the commanders of the cruizers of the nationality to which the offending party belongs.

Should the matter appear to be of sufficient gravity to justify such a step, the commander of the cruizer of the nationality to which the plaintiff belongs, shall have the right if no cruizer of

## ARTICLE 11.

Si un délit est commis ou un dommage causé, les commandants des bâtiments croiseurs de la nationalité de délinquant et, en leur absence, les commandants des bâtiments croiseurs de la nationalité du plaignant apprécieront la gravité des faits parvenus à leur connaissance et constateront le dommage éprouvé par le partie plaignante.

Ils dresseront, s'il y a lieu, et suivant les formes usitées dans leur pays, procès verbal de la constatation des faits telle qu'elle résultera tant des déclarations des parties intéressées que des témoignages recueillis.

Ce procès verbal fera foi, pour la justice à rendre, dans les limites, de leur compétence, par les commandants des croiseurs de la nationalité du délinquant.

Si le cas lui semble assez grave pour justifier cette mesure, le commandant du bâtiment croiseur de la nationalité du plaignant aura le droit, s'il n'y a en vue aucun croiseur de la nation-

the nationality to which the offender belongs be in sight, to secure either the person of the offender or his boat in order to give them up into the hands of the commanders of the cruizers of the nationality to which they belong.

ARTICLE 12.

The commanders of British and French cruizers shall administer immediate justice within the limits of their powers, with regard to the complaints brought to their notice either by the interested parties directly or through the commanders of the cruizers of the other nation.

ARTICLE 13.

Resistance to the directions or injunctions of commanders of cruizers charged with the police of the fisheries, or of those who act under their orders, shall, without taking into account the nationality of the cruizer, be considered as resistance to the competent authority for repressing the act complained of.

ARTICLE 14.

When the act alleged is not of a serious character but has nevertheless caused damage, the commanders of cruizers shall be

alité du délinquant, de s'assurer soit de la personne du dit délinquant, soit de son bateau, pour les remettre entre les mains des commandants des bâtimens croiseurs de leur nationalité.

ARTICLE 12.

Les commandants des bâtimens croiseurs Anglais et Français devront, dans la limite de leur compétence, faire droit, d'urgence, aux plaintes dont ils seront saisis, soit directement par la partie intéressée, soit par l'entremise des commandants des croiseurs de l'autre nation.

ARTICLE 13.

La résistance aux prescriptions ou injonctions des commandants des bâtimens croiseurs chargés de la police de la pêche ou de ceux qui agissent d'après leurs ordres, sera, sans tenir compte de la nationalité du croiseur, considérée comme résistance envers l'autorité compétente pour réprimer le fait incriminé.

ARTICLE 14.

Lorsque le fait incriminé ne sera pas de nature grave, mais que, néanmoins, il aura occasionné des dommages, les com-

at liberty, should the parties concerned agree to it, to arbitrate between them, and to fix the compensation to be paid.

#### ARTICLE 15.

The French Government abandons for its subjects the salmon fisheries in rivers, and only reserves a right to the salmon fishery in the sea and at the mouth of rivers up to the point where the water remains salt, but it is forbidden to place fixed barriers capable of impeding interior navigation or the circulation of the fish.

#### ARTICLE 16.

French fishermen shall be exempt from the payment of any duties on the importation into that part of the Island of Newfoundland comprised between Cape Saint John and Cape Ray, passing by the North, of all articles, goods, provisions, &c., which are necessary for the prosecution of their fishing industry, for their subsistence, and for their temporary establishment on the coast of this British possession.

They shall also be exempt on the same part of the coast from

mandants des bâtimens croiseurs pourront concilier les intéressés et fixer l'indemnité à payer, s'il y a consentement des parties en cause.

#### ARTICLE 15.

Le Gouvernement Français renonce, pour ses nationaux, à la pêche du saumon dans les cours d'eau et ne se réserve la pêche de ce poisson qu'en mer et à l'embouchure des rivières jusqu'au point où les eaux sont salées; mais il est interdit d'établir des barrages fixes pouvant empêcher la navigation intérieure ou la circulation du poisson.

#### ARTICLE 16.

Les pêcheurs français seront exempts de toute taxe pour l'introduction, dans la partie de l'île de Terre Neuve comprise entre le Cap Saint Jean et le Cap Raye, en passant par le Nord, de tous objets, matières, vivres, &c., nécessaires à leur industrie, à leur subsistance et à leur établissement temporaire sur la côte de cette possession Britannique.

Ils seront également, dans cette même partie de l'île, affran-

the payment of all light and port dues and other shipping dues.

ARTICLE 17.

French fishermen shall have the right to purchase bait, both herring and caplin, on shore or at sea, on the shores of Newfoundland, free from all duty or restrictions, subsequent to the 5th of April in each year and up to the close of the fishing season.

ARTICLE 18.

The employment of French subjects in the proportion of one guardian with his family to each harbour is authorized for the guardianship of the French establishments out of the fishing season.

In the large harbours where the temporary fishing-rooms of the French are so distant from each other as to render it impracticable for one guardian to take care of all such establishments, the presence of a second guardian with his family shall be authorized.

ARTICLE 19.

All fishing boats, all their small boats, all rigging, gear, nets, lines, buoys or other fishing implements whatsoever,

chis de tout droit de phare, de port ou autre droit de navigation.

ARTICLE 17.

Les pêcheurs français auront le droit d'acheter la boîte, haring et capelan, à terre ou à la mer, dans les parages de Terre Neuve, sans droits ni entraves quelconques, postérieurement au cinquième jour d'Avril de chaque année et jusqu'à la fin de la saison de pêche.

ARTICLE 18.

L'emploi de sujets Français, à raison d'un gardien avec sa famille par port (harbour), est autorisé pour la garde des établissements Français en dehors de la saison de pêche.

Dans les ports (harbours) d'une grande étendue où les établissements temporaires des Français seront trop distants l'un de l'autre pour permettre à un seul gardien de surveiller les établissements, la présence d'un second gardien, avec sa famille, sera autorisée.

ARTICLE 19.

Tout bateau de pêche, tout canot, tout objet d'armement ou de grément de bateau de pêche, tout filet, ligne, bouée, ou engin



found or picked up, shall, as soon as possible, be delivered to the competent authorities of the nation of the salvor.

The articles saved shall be restored to the owners thereof or to their representatives by means of the above-mentioned competent authorities, the interest of the salvors being previously guaranteed.

The indemnity to be paid to the salvors shall be fixed in accordance with the law of the respective countries in such matters.

#### ARTICLE 20.

The provisions of the present arrangement, with the exception of those contained in Articles 1, 2, and 18, shall be applicable solely for the time during which the treaties accord to the French the right of fishing and drying their fish.

In faith of which the undersigned Commissioners have drawn up the present arrangement, subject to the approval of their respective Governments, and have signed the same.

Done at Paris, in duplicate, the 14th of November, 1885.

FRANCIS CLARE FORD.

EDMUND BURKE PENNELL.

quelconque, qui aura été trouvé ou recueilli, devra, aussitôt que possible, être remis aux autorités compétentes de la nation du

sauveteur. Les objets sauvés seront rendus aux propriétaires ou à leurs représentants par les soins des dites autorités compétentes et sous réserve de la garantie préalable des droits de sauveteurs.

L'indemnité à payer aux sauveteurs sera fixée suivant la législation de leur pays.

#### ARTICLE 20.

Les dispositions du présent arrangement, à l'exception de celles des articles 1, 2, et 18, seront applicables uniquement pendant le temps durant lequel les traités accordent aux français le droit de pêcher et de sécher le poisson.

En foi de quoi, les Commissaires sous-signés ont dressé le présent arrangement, sous réserve de l'approbation de leurs Gouvernements respectifs, et y ont opposé leur signature.

Fait à Paris, en double expédition, le 14 Novembre, 1885.

CH. JAGERSCHMIDT.

T. BIGREL.

*ENCLOSURE 2 IN NO. 14.*

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**NEWFOUNDLAND,**

**FISHERIES COMMISSION, 1884-85.**

Statement annexed to the arrangement of the 14th November, 1885, respecting the Newfoundland Fisheries, in execution of Article 2 of the said arrangement.

**WEST SIDE.**

From Cape Ray to Cape Norman

1. Cod Roy Island. On the main land opposite, that portion of the coast situated between the two perpendicular lines drawn from the extremities of the island in the general direction of the coast;

2. Red Island;

3. That portion of the coast situated between Cape Cormoran and the west point of Pic Denis Harbor in the Bay of Port à Port on the west;

4. The small islands situated in the Bay of Port à Port, together with those which close it on the north;

5. That portion of the coast situated between Bear Cove

**COMMISSION DES PECHERIES.**

**DE TERRE NEUVE, 1884-1885.**

Etat annexé à l'arrangement du 14 Novembre, 1885, relatif aux pêcheries de Terre Neuve, en exécution de l'Article 2 du dit arrangement.

**CÔTE OUEST.**

(Du Cap Raye au Cap Normand.)

1. L'île de Cod Roy. Sur la grande terre qui fait face, la partie de la côte comprise entre les deux perpendiculaires menées des extrémités de l'île sur la direction générale de la côte;

2. L'île Rouge;

3. La partie de la côte comprise entre le Cap Cormoran et la pointe ouest du Hâvre du Pic Denis dans la baie de l'ouest du Port à Port;

4. Les îlots situés dans la baie de Port à Port, ainsi que ceux qui la ferment au nord;

5. La partie de la côte comprise entre l'Anse à l'Ours (Bear

(L'Anse a l'Ours) and the foot of the mountain Blow-me-down;

6. Governor's island, the islands of Guernsey, Tweed, the two Shags, the Pearl, and Green Island;

7. That portion of the coast which borders the Harbor des Roches;

8. Stearing Island and the adjacent coast from the latitude of the northern point of Stearing Island to the foot of a perpendicular line drawn down from Cape Pointu on the coast, following the sinuosities of the peninsula of Cow Head (La Tête de Vache);

9. That portion of the coast comprised between a point situated at a distance of three miles to the south of the mouth of the River Ponds and the latitude of the northern part of Savage Island following the sinuosities of the peninsula of Port au Choix;

10. All those islands situated within the Bay of St. John;

11. That portion of the coast situated between Castor Point (at the southern entrance of the bay) and the northern point of the entrance of Savage Cove (Anse aux Sauvages);

Cove) et le pied de la montagne Blow-me-down;

6. L'Ile du Gouverneur, les Iles de Guernesey, Tweed, les deux Shag, la Perle et l'Ile Verte;

7. La partie de la côte autour du Hâvre des Roches;

8. L'Ile Stearing et la côte adjacente, depuis la latitude de la pointe nord de l'Ile Stearing jusqu'au pied de la perpendiculaire abaissée du Cap Pointu sur la côte, en contournant la presqu'île de la Tête de Vache;

9. La partie de la côte comprise entre un point situé à trois milles au sud de l'embouchure de la rivière Ponds et la latitude de la partie nord de l'Ile des Sauvages, en contournant la presqu'île de Port au Choix;

10. Toutes les îles situées dans la baie de Saint Jean;

11. La partie de la côte comprise entre la pointe des Castors (entrée sud de la baie) et la pointe nord de l'entrée de l'Anse aux Sauvages;

12. All those islands situated along that portion of the coast mentioned in the preceding paragraph (No. 11.)

EAST SIDE.

(From Cape Norman to Cape St. John.)

1. That portion of the coast situated between the extremity of Shallow Bay and the foot of the hill on which the lighthouse is placed, as well as all those islands which border the west side of Pistolet Bay ;

2. That portion of the coast situated between the mouth of Parker River in Pistolet Bay and Partridge Point, inclusive of the island of Quirpon and all the islands adjacent ;

3. The entire circumference of the bays and of the shores situated between the northern entrance of Griguets Bay and the west point of the entrance of Outardes Harbor ;

4. Those islands adjacent to that portion of the coast ;

5. That portion of the coast situated between the west point of the entrance of Maiden Arm (Hâvre de la Tête de Mort) and a point situated to the south of

12. Toutes les îles qui se trouvent le long de la portion de côte mentionnée au paragraphe 11.

CÔTE EST.

(Du Cap Normand au Cap St. Jean.)

1. La partie de la côte comprise entre le fond de la baie Shallow et le pied de la colline sur laquelle le phare est élevé, ainsi que toutes les îles qui bordent à l'ouest la Baie du Pistolet ;

2. La partie de la côte comprise entre l'embouchure de la rivière Parker, dans la Baie du Pistolet, et la pointe Partridge, en comprenant l'île du Kirpon et toutes les îles adjacentes ;

3. Tout le contour des baies et des plages comprises entre l'entrée nord de la Baie des Griguets et la pointe ouest de l'entrée du Hâvre aux Outardes ;

4. Les îles adjacentes à cette portion de côte ;

5. La partie de la côte comprise entre la pointe ouest de l'entrée du Hâvre de la Tête de Mort (Maiden Arm) et le point situé au sud de la Couche par

Conche according to the latitude of the Point des Renards ;

6. The group of Islands Fichot, St. Julien's, the southern part of Belle Isle south, up to the parallel of the southern point of Green Island, and all the little islands adjacent to the portion of coast described in paragraph No. 5 ;

7. The circumference of Boutitou Harbour ;

8. That portion of the coast commencing from Aiguillette Point turning round the Bras de Bides as far as the western entrance of the Bras de Bides, inclusive of the islands adjacent ;

9. That portion of the coast commencing from the west entrance of Canary Gulf, and, following the coast, terminating at the southern entrance of Hooping Harbour ;

10. That portion of the coast following the sinuosities of the following bays :— Fourché, Orange, Great and Little Calves ;

11. That portion of the coast situated between Cape Partridge and the parallel of the southern point of the group of Islands of Pot d'Étain (Coachman's Cove) ;

12. That portion of the coast situated on the east side of the

la latitude de la pointe des Renards ;

6. Le groupe des îles Fichot, St. Julien's, la partie méridionale de Belle-Ile du Sud jusqu'au parallèle de la pointe sud de l'Île Verte, et tous les ilots adjacents à la portion de côte délimitée au paragraphe 5 ;

7. Le périmètre du Hâvre de Boutitou ;

8. La partie de la côte partant de la pointe de l'Aiguillette, contournant le Bras de Bides, jusqu'à l'entrée ouest dudit Bras et comprenant toutes les îles adjacentes ;

9. La partie de la côte commençant à l'entrée ouest du Gouffre des Canaries, et venant, en suivant la côte, se terminer à l'entrée sud de la Baie sans Fond (Hooping Harbour) ;

10. La partie de la côte suivant les sinuosités de chacune des baies :— Fourché, Orange, Grandes et Petites Vaches ;

11. La partie de la côte comprise entre le Cap Partridge et le parallèle de la pointe sud du groupe des Îles du Pot d'Étain (Coachman's Cove) ;

12. La partie de la côte est de la Baie des Pins, s'étendant de

Bay of Pines, and stretching from the 50th degree of latitude to the north point of that part of the bay;

13. Those small islands situated on the coast between the harbour of Fleur de Lys and Cape St. John, with the exception of Horse Islands (Les Isles St. Barbe);

14. That portion of the coast following the sinuosités of Paquet Harbor;

15. That portion of the coast situated between Cape Cagnet on the west and the east entrance of the Harbor of La Scie.

The prohibition to erect new establishments on those portions of the coast mentioned in the present statement shall be applicable to a distance inland of 500 yards with regard to paragraphs numbered 7, 8, and 9 on the west coast, and to a distance of 800 yards with regard to all the other paragraphs, following the sinuosités of the coast.

It is understood that the distances of 500 and 800 yards are to be reckoned from high-water mark.

Done at Paris, in duplicate, the 14th of November, 1885.

FRANCIS CLARE FORD.  
EDMUND BURKE PENNELL.

la latitude de 50° jusqu'à l'extrémité nord de cette partie de la baie;

13. Les îlots adjacents à la côte, du Hâvre de la Fleur de Lys au Cap Saint Jean, non compris les Isles Saint Barbe;

14. La partie de la côte contournant le Hâvre de Paquet;

15. La partie de la côte comprise entre le Cap Cagnet à l'ouest et l'entrée est du Hâvre de la Scie.

L'interdiction d'élever des constructions nouvelles sur les parties de la côte mentionnées au présent Etat s'appliquera sur une profondeur de 500 yards pour les Nos. 7, 8, et 9 de la côte ouest, et sur une profondeur de 800 yards pour tous les autres paragraphes, en suivant les sinuosités de la côte.

Il est entendu que les distances de 500 et de 800 yards sont comptées à partir de la limite de la pleine mer.

Fait à Paris, en double expédition, le 14 Novembre, 1885.

CH. JAGERSCHMIDT.  
T. BIGREL.

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*ENCLOSURE 3 IN NO. 14. MAP.*

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*ENCLOSURE 4 IN NO. 14.*

NEWFOUNDLAND FISHERIES COMMISSION.

PROCES-VERBAL DE CLÔTURE.

On proceeding to sign the Arrangement dated this day, relative to the question of the Newfoundland Fisheries, the undersigned Commissioners of Great Britain and France declare that the object of the said Arrangement is to replace the one which was signed by the same Commissioners on the 26th of April, 1884, and which shall consequently be considered as null and void.

In faith of which the undersigned Commissioners have prepared the present procès-verbal de clôture, and have affixed their signature thereto.

Done in duplicate, at Paris, the 14th November, 1885.

(Signed,) FRANCIS CLARE FORD,  
EDMUND BURKE PENNELL.

COMMISSION DES PÊCHERIES DE TERRE NEUVE.

PROCES-VERBAL DE CLÔTURE.

Au moment de procéder à la signature de l'arrangement en date de ce jour relatif à la question des Pêcheries de Terre-Neuve, les Commissaires sous-signés des Gouvernements de Grande Bretagne et de France, déclarent que le dit arrangement a pour objet de remplacer celui qui a été signé par les mêmes Commissaires le 26 Avril, 1884, et qui doit, en conséquence, être considéré comme nul et non avenu.

En foi de quoi les Commissaires soussignés ont dressé le présent procès verbal de clôture et y ont apposé leur signature.

Fait en double exemplaire à Paris le 14 Novembre, 1885.

(Signé,) CH. JAGERSCHMIDT  
T. BIGREL.

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*ENCLOSURE 5 IN NO. 14.*

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COMMISSION DES PÊCHERIES DE TERRE NEUVE.  
1884-85.

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## NOTE VERBALE.

Les Délégués Anglais à la Commission des Pêcheries de Terre Neuve ayant, au cours de la séance du 9 Décembre 1884, signalé à leurs Collègues les inconvénients de diverse nature qui résultent du trafic des spiritueux auquel les pêcheurs Français se livrent sur les côtes de l'Île de Terre Neuve, les Délégués Français ont appelé sur cet état de choses l'attention de leur Gouvernement.

M. le Ministre de la Marine s'est montré disposé à prendre les mesures nécessaires pour mettre un terme à ce trafic. Il a pensé qu'il suffirait, à cet effet, d'interdire, par voie d'instructions émanant de son Département aux goëlettes et bateaux armés à St. Pierre, en vue de la pêche, d'embarquer une quantité de spiritueux supérieure à celle qui serait reconnue nécessaire pour les besoins de l'équipage,

Les Délégués Français ont, en conséquence, été autorisés par leur Gouvernement à déclarer que des instructions dans ce sens seront adressées au Commandant de la Colonie de St. Pierre et Miquelon, immédiatement après la ratification par le Gouvernement de Sa Majesté Britannique de l'arrangement signé à la date de ce jour pour le règlement de la question des Pêcheries de Terre Neuve.

D'autre part, et sur la demande qui leur en a été faite par les Délégués Anglais, ils ont également été autorisés à déclarer qu'après l'échange des ratifications sur ledit arrangement, le Gouvernement de la République Française n'élèvera aucune objection contre la création d'un Consulat Britannique à St. Pierre.

Paris, le 14 Novembre, 1885.



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**No. 10.****Agreement relative to the Newfoundland Railway.**

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[COPY.] No. 1.

THIS INDENTURE, made at St. John's, in the Island of Newfoundland, this 16th day of December, A. D. (1882.) One thousand eight hundred and eighty-two, between the Honorable Edward D. Shea, Colonial Secretary for the Island aforesaid, and acting for and on behalf of the Government of the said Island, (and hereinafter called the Government), of the one part, and the Newfoundland Railway Company, (hereinafter called the Company) of the other part. Whereas in and by the Act of the Legislature of the said Island, passed in the Forty-fourth (44th) year of the Reign of Her present Majesty, and entitled "An Act respecting the Newfoundland Railway," power was reserved and given to the said Government to arrange with the said Company upon such terms as might be agreed upon for the extension to *Carbonear* of the Line of Railway of the said Company in the said Act mentioned. And whereas, after negotiations, had between the said Government and the said Company, certain terms hereinafter more fully set forth for such extension, have been arranged and agreed upon. Now, these presents witness that in pursuance of the said arrangement and agreement, and for and in consideration of the cash payments, grants of land, in fee simple, covenants, promises and agreements hereinafter contained on the part of the said Government to be paid, made, done and performed, the said Company for themselves, hereby covenant, promise and agree to and with the said Government, to build on that line of road now graded, and as the sole property of the said Company, eight miles of Railway, more or less, from *Carbonear* aforesaid, to a junction with the Company's Line of Railway from St. John's to Harbor Grace, such Line to be built in like manner and to be of like guage and materials, and to be subject to approval and inspection in like manner as is the Railway provided to be constructed in the aforesaid Act. In consideration of the due and

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faithful construction of the said eight miles of Railway, more or less, by the Company, the Government hereby covenants, promises and agrees, with the said Company and its assigns, (subject to the conditions hereinafter contained), to pay or cause to be paid to the Company and its assigns, on the satisfactory completion of said road, a subsidy of Five thousand two hundred and forty-seven dollars and fifty cents (\$5,247.50) per annum, in half-yearly payments, on the first days of January and July in each year, in gold, in London, England, or New York, at the option of the Company, for a period of Thirty-five years. The said subsidy hereby provided to be paid forms no part of the One hundred and eighty thousand dollars mentioned in said Act. And further, that the Government shall and will grant and convey to the Company, in fee simple, Five thousand acres of land for each one mile of Railway duly completed upon the said Line, said land to be located by the said Company, and blocked off in the same manner as provided by the said Act, with regard to the Line of Railway thereby contracted for, such grant and all matter incident thereto being subject to and in accordance with the provisions of said Act. Provided, however, and this covenant and undertaking on behalf of the Government are upon the express condition that in the event of the said Line from St. John's to Harbor Grace not being completed within the time provided by the said Act, and therein limited therefor, then in that case said subsidy shall cease and be no longer payable; but it is further understood and agreed that upon the completion of the said Line and branch Line to Harbor Grace, the payment of said annual subsidy above provided for shall not be conditioned or dependent upon the continuous operation of the said eight miles of Railway hereby contracted for, the said road shall be deemed as forming part of the said Main Line and branches mentioned in the said Act. Saving and excepting the foregoing covenants, conditions and provisoes relating to the said annual subsidy and said grants of land, it is hereby declared and agreed that all and singular the provisoes, covenants and conditions of the said Act which is hereby declared to be part and parcel hereof, shall apply to the said road hereby contracted for as fully and amply as if specifically contained and set forth in this Indenture, in the same manner and to the same effect as to the said Line of

Railway thereby contracted for, and every part and section thereof and all and singular the rights, powers, duties and liabilities and privileges of the Company and of the Government, respectively, shall be the same in respect of the said eight miles of Railway hereby contracted for, and the construction, control, management and operation thereof, and all other matter incident thereto as are created and provided in said Act in relation to the said Line thereby contracted for.

In witness whereof the said parties have hereunto set their hands on the day and year first within written.

(Signed,) E. D. SHEA,

Colonial Secretary, Newfoundland.

NEWFOUNDLAND RAILWAY COMPANY,

(Signed,) A. SHEA, Agent.

Signed and delivered in }  
presence of

J. W. WITHERS.

[COPY.] No. 2.

AGREEMENT made at St. John's, this Sixteenth day of December, A. D. 1882, between the Newfoundland Railway Company (hereinafter called the Company), of the one part, and the Honorable Edward D. Shea, Colonial Secretary, on behalf of the Government of Newfoundland, of the other part. Whereas under the provisions of the Act 44 Victoria, Cap. 2, the Company are required to deposit with the Government, as Security for the performance of their contract with the Government, the sum of One Hundred Thousand Dollars in Bonds, or other approved securities; and whereas in accordance with the said provisions the Company have deposited in the Union Bank the said sum of One Hundred

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Thousand Dollars; and whereas it has been agreed between the parties that the Company shall be permitted to substitute for the said deposit, security upon the property, real and personal of the Company. Now, therefore, this Agreement witnesseth that in consideration of the payment over to the said Company of the said sum of One Hundred Thousand Dollars (for the liquidation of claims against the Company and at their request) the Company hereby assign, transfer and convey to the said Honorable Edward D. Shea, Colonial Secretary, as aforesaid, and his successors in office, in trust for the Government, all the lands, tenements, premises, buildings, erections, stations, depots, stores, wharves, with all and singular the appurtenances thereto belonging, and all engines, cars, carriages, rolling stock and material, and all stock, iron rails, lumber, material, implements, chattels, goods and effects of what nature or kind soever, and wheresoever situate and now in possession of or belonging to the Company, or hereafter to be acquired or possessed by them, and all the estate, right and title and the interest of the Company or their assigns in, to or out of the same and every part thereof, to have and to hold the same to the said Colonial Secretary and his successors in office for ever. in trust, to hold, possess and apply the same as security to the Government, for the due and faithful performance of the said Contract by the said Company, in like manner and subject to the same incidents and conditions as the said deposit of One Hundred Thousand Dollars, and from time to time upon failure in the performance of the said Contract, or other claim arising against the Company thereunder, to sell, dispose of, and realize the said property and effects or so much thereof as may be sufficient to meet and satisfy such claims, demands or damages as may accrue from any of the causes aforesaid. And the Company further agree and promise that they will, at any time, upon three months previous notice, in writing, from the Colonial Secretary, for the time being, to the local Manager or Agent, re-pay or re deposit in the said Union Bank or such other Bank as the Government may direct, the said sum of One Hundred Thousand Dollars, to be subject to the same conditions and applied in the same manner as the said original deposit under and by virtue of the said Act, and that the foregoing assignment and conveyance of the said property, shall

be and is hereby declared to be as security to the Government for the performance of this Agreement, and undertaking in like manner as above provided for the performance of the Contract, and that in the event of a breach of this undertaking, or in the event of any claim arising out of any breach of, or failure in the performance of the said Contract, the Colonial Secretary for the time being, shall have the power, and he is hereby authorized to sell and dispose of the said property by public auction or private sale at one or more times, and in one or more lots, and to apply the proceeds arising therefrom to the liquidation or satisfaction of any such as aforesaid. And the Company undertake to sign, execute and deliver all such further acts, deeds and assurances as may be necessary to carry this Agreement fully into effect, or to make the security intended thereby to be given more perfect and absolute according to the true intent and meaning thereof. And it is further declared and agreed that the Company shall have the right at any time to repay or redeposit the said sum of One Hundred Thousand Dollars, in Bonds, or other approved securities in the same manner and subject to the same conditions as the said original deposit as security under the said Act, and that upon such repayment or redeposit these presents and everything therein contained shall cease and determine, and the Government shall release and reconvey to the Company all the property and effects hereby conveyed, freed from all claims and demands under or by virtue of these presents.

Witness the hands of the parties at St. John's, the day and year above written.

For the Newfoundland Railway Company and the  
President and Directors thereof,

(Signed,)

C. X. HOBBS,  
Vice-President.

E. D. SHEA,  
Colonial Secretary Newfoundland.

Witness,—

J. S. WINTER.

[COPY.] No. 3.

MEMORANDUM OF AGREEMENT BETWEEN THE GOVERNMENT OF NEWFOUNDLAND AND  
FRANK H. EVANS, ESQ.

Whereas the Government, by agreement dated the 16th day of December, A. D. 1882, contracted with the Newfoundland Railway Company in consideration of the Company constructing eight miles, more or less, of a Railroad between Carbonear and Harbor Grace, to pay the Company the annual subsidy of \$5,247.50-100 for the period of thirty-five years, and the Company has partially performed the said work; and the said Evans has entered into an agreement whereby he will be elected President, and certain others, his associates, will be elected Directors of the said Company.

Now it is hereby agreed between the Government and Evans that upon his becoming President, and his said associates Directors, as aforesaid, the said Company will, upon the Government advancing to the Company the sum of \$131,188.50-100 as the equivalent of the aforesaid annual subsidy, capitalized at four per cent., complete and finish the road from Harbor Grace to Carbonear, as set forth in said agreement, before the first day of November next.

And it is further agreed between the parties hereto that upon request of the Government, and upon its providing such security as may be agreed upon by the parties, Evans will raise by loan this sum of \$131,187.50-100, at such rate of interest as may be agreed upon.

St. John's, 27th May, 1884.

(Signed,)

FRANK H. EVANS.

(Signed,)

E. D. SHEA,  
Colonial Secretary.

Witness—W. V. WHITEWAY.

[COPY.] No. 4.

It is agreed between the Newfoundland Railway Company, of the one part, and the Honorable Edward D. Shea, Colonial Secretary, on behalf of the Government of Newfoundland, of the other part, that the said Company shall forthwith repay to the Government the sum of \$33,245 being the difference between the sum of \$131,187.50, paid to the Company by the Government under agreement dated the 27th day of May last, and the sum of \$97,942.50, being the present capitalized value at 4 per cent. per annum of the yearly subsidy of \$5,247.50 cents for 35 years referred to in the said agreement.

It is further understood that this agreement is to be taken in connection with another agreement of this date between the said Government and the said Company, and that the payment of the above named sum of \$33,245 as stipulated, is and shall be a condition precedent to the confirmation of the said agreement on the part of the said Government.

Witness the hands of the parties at St. John's, this 30th day of March, A. D. One thousand eight hundred and eighty-five.

It being further understood that the signature of the subscriber, Francis H. Evans, as President of the Company, shall not be considered as binding upon the Company until approved of and confirmed by the Board of Directors.

(Signed,)

FRANK H. EVANS,  
President.

(Signed,)

E. D. SHEA,  
Colonial Secretary.

Witness—J. S. WINTER.

[COPY.] No. 5.

AGREEMENT made this 30th day of March, Anno Domini 1885, between the Honorable Edward D. Shea, as Colonial Secretary for the Island of Newfoundland, acting for and on behalf of the Government of that Island, of the one part, and Francis Henry Evans, as President of the Newfoundland Railway Company, of the other part. Whereas it is claimed by the Government of the said Island that there is now due and owing to it by the said Newfoundland Railway Company a sum of \$123,000 for payments made by the said Government under the authority contained in the Act entitled "An Act respecting the Newfoundland Railway," for the purchase of right of way for the Railway of the said Company, and expenses incidental thereto, and the Government, (claiming a lien thereon by reason of the said indebtedness), have retained from the Railway Company that portion of the annual subsidy in and by said Act provided to be paid the Company, which was due and payable on the first of January last, amounting to \$19,333.30. And whereas it has been arranged and agreed between the said parties to this agreement that the amount due and payable by the Company to the Government for and on account of the said purchase of right of way, over and above the sum of \$90,000 in the said Act mentioned, shall be paid off and discharged in the manner, at the times, and upon the terms following: Now these presents witness that the said Colonial Secretary hath agreed and doth hereby agree and promise to and with the said President that the said Government shall and will, well and truly, pay or cause to be paid to the said Railway Company, immediately after the receipt by the said Colonial Secretary from the said President, or from the Secretary of the said Company, of notice that this agreement has been ratified and confirmed as hereinafter provided for, the said sum of \$19,333.30, in the manner in the said Act provided; and further, that the said Government shall well and truly pay or cause to be paid to the said Railway Company, in accordance with the provisions of the said Act, the half-yearly subsidies, which will become due and payable on the first day of July and first day of January next after the date hereof. And the said Francis



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Henry Evans, as President as aforesaid, doth hereby promise and agree to and with the said Colonial Secretary that the said Newfoundland Railway Company shall and will, well and truly, pay or cause to be paid to the said Government the sum of \$84 000, (portion of the sum due from the Company to the Government for the said purchase of right of way), in ten equal yearly instalments, the first of which shall be and become due and payable on the first day of October, A. D. 1890, and the remaining instalments on the first day of October in each succeeding year; and that the balance, which, after deducting the said \$84,000, shall be found to be due to the Government by the Railway Company for and on account of the said purchase of right of way, shall be paid to the Government by the said Company at the expiration of the term of thirty-five years, in and by the said Act provided for the payment of the sum of \$90,000 therein mentioned; and further, that the said Company shall well and truly pay or cause to be paid to the Government, interest at the rate of \$3 per centum per annum upon the said sum of \$84,000, or so much thereof as may from time to time be unpaid, such interest to commence and be computed from the First day of April next after the date hereof, and to be paid and payable in four equal quarterly payments in each year. It being understood and agreed that the said Government, in order to the due and punctual discharge of the said quarterly payments on account of interest, may retain the same from time to time as they fall due from and out of the amounts which will be payable by the said Government to the said Company under any agreement or contract that may be made between the said parties for the conveyance of Mails over or upon the Company's Lines of Railway. The said Government also agrees to make, or cause to be made, with the least possible delay, and at its own cost and charges, a survey and plan of the Line of Railway of the said Company from St. John's to Harbor Grace, and thence to Carbonear, and to furnish the said Company with at least one copy of such survey and plan. Also to give, as soon as possible after the said survey and plan shall have been completed, to the said Railway Company, a grant or grants, in fee simple, of all and singular the land, with all and singular the ways, waters, water privileges, rights, powers, privileges, advantages, easements,

rents, issues, profits, and appurtenances thereto belonging or appertaining, and set apart for the use and purposes of the said Company, or which are covered by and included in the claims of the Government for purchase of land for right of way or other matter or things in the said Act mentioned to be provided by the Government for the Company, whether such claim be part of the amount hereinbefore mentioned or of the sum of \$90,000 in the said Act mentioned, and made payable out of the last annual subsidy to be paid to the Company. Further, it is understood and agreed by and between the parties hereto that this agreement is made subject to the approval and confirmation of the Board of Directors of the said Railway Company on the one part, and of His Excellency the Governor in Council, on the other part.

In witness whereof the said parties have hereunto set their hands at St. John's, aforesaid, the day and year first above written.

(Signed,) E. D. SHEA, C. S.

(Signed,) FRANK H. EVANS, President.

Signed in presence of—

(Signed,) J. S. WINTER.

(Signed,) ROBERT J. KENT.

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**No. 11.**

**Report of Auditors on Railway Accounts.**

ST. JOHN'S, }  
18th February, 1886. }

Hon'ble E. D. SHEA,  
Colonial Secretary.

SIR,—

We have the honor to submit, for the information of the Government and Legislature, a Report upon the Railway Accounts, having been examined in accordance with your instructions for the audit of the Public Accounts.

The examination of the Railway Accounts, so far as the construction of the main line between St. John's and Harbor Grace is concerned,—with the exception of the right of way,—requires no special mention; but your Committee deem it desirable to bring under your notice the agreement made with the Company regarding the amount due to the Government on that particular portion of the accounts, with sundry other agreements in connection with the branch line to Carbonear, and which are herewith annexed.

In the month of September, 1882, negotiations regarding the construction of this branch were begun, and Mr. C. X. Hobbs made an offer to build the road to Carbonear, and operate the same, at \$20,000 per mile, the Government finding the right of way; a memorandum shows that the Government was to pay four per centum per annum interest on cost of construction in lieu of subsidy. This proposal, however, on the part of the Company, was not accepted, as we are informed that the Company required the indorsement of bonds for the estimated cost of construction, to which the Government refused assent.

Shortly afterwards the Government began the construction of the road at its own cost, and the work was carried on for some time; but on the 16th December, 1882, Mr. Croasdale, the Government Engineer, reported that the main line to Carbonear was eight miles, and, with half a mile extra for sidings, &c., he estimated the total cost of construction at \$131,473.75; this sum was arrived at by allowing 15 per cent. additional on the estimated cost of construction as calculated by him. On the same date the agreement, marked No. 1, was made, whereby the Company agrees to build eight miles, more or less, of road to Carbonear, from a junction with the main line from St. John's to Harbor Grace, on being paid a subsidy of \$5,247.50 per annum, with the condition that the said annual subsidy shall not be dependent on the continuous operation of the said eight miles of Railway, and that the Government grant to the Company, in fee simple, 5,000 acres of land per mile. The Government by this agreement appears to be bound to pay the subsidy on this portion of the line whether the road is operated or not.

On the same date (December 16th, 1882,) there appears a letter from Mr. C. X. Hobbs, asking to be paid the \$100,000 deposited as security for the completion of the line, and offering as security a mortgage on the line so far as completed, stating length of line then completed to be 45 miles toward Brigus, and that there was stock on hand enough for 120 miles more. In response to this application the agreement marked No. 2 was executed, being in the form of a mortgage deed, permitting the lifting of the \$100,000 from the Bank, and giving to the Government security on the whole of the property, with the condition that the Company had the right to repay or redeposit the amount in bonds or other approved securities. A memorandum, enclosed, states that it is to be a first mortgage, but your Committee fails to see the value of such statement, for upon the redeposit the Government agrees to cancel the mortgage, the effect of which would be that no security would exist for other claims against the Company beyond the \$100,000.

Notwithstanding these agreements having been made, the work on that part of the line was not resumed, there being apparently some difficulty on the part of the Company to obtain the necessary capital to build the road; and on the 27th May, 1884, the agreement marked No. 3 was made, whereby Mr. F. H. Evans, on being appointed President, and his associates Directors, agrees to the conditions to build the additional eight miles of road on the terms stated in the agreement of December, 1882, on the Government advancing the Company the sum of \$131,187.50, as the equivalent of the aforesaid annual subsidy capitalized, at four per centum per annum, the road to be finished by the first day of November, next ensuing.

The amount therein stated, instead of being equal to the annual subsidy for 35 years, is equal to a perpetual subsidy of \$5,247.50, and would have been more correctly stated as being the total estimated cost of construction for that portion of the line; following this agreement, however, the Government authorized the handing over to the Railway Company £30,000 sterling, Canadian four per cent. bonds, which were by the Company hypothecated for a loan of £27,000 sterling, equal to \$131,520 at a rate

of interest fixed for three months at three per centum per annum. On the sum named the Government remitted as interest at 3 per cent., December 19th, 1884, £411 sterling, and May 14th, 1885, £338 18s. 8d. sterling; but the Company is afterwards charged in their account here with \$928 89, being the difference between the interest on \$131,520 and \$97,942 50, the latter sum being the correct amount of the subsidy of \$5,247.50 for 35 years, capitalized. In July last £18,000 sterling, 4 per cent. guaranteed bonds of 1910, were sold at 113½, and netted, after deducting a commission of 1 per cent., £20,225 14s. sterling, equal to \$97,083.37, and the remaining bonds for £12,000 sterling were handed back to the Bank of England. The Government having on the 1st July remitted Messrs. Melville, Evans & Co., the sum of \$33,577.50 on account of the Carbonear railway loan, that being the difference between the sum of \$131,520, the amount of the loan, and \$97,942.50, the capitalized value of the yearly subsidy of Carbonear branch, and which was charged to the Company in accordance with the terms of an agreement dated March 30th, 1885, marked No. 4, but which agreement was to be taken in connection with another agreement of the same date, marked No. 5.

By reference to the last named agreement it will be seen that the Government had retained that portion of the annual subsidy due on the 1st of January, 1885, amounting to \$19,333.30, claiming the right to do so by reason of the indebtedness of the Railway Company for the purchase of the right of way, but which sum, together with the further subsidy of \$22,499.92, was paid to the Company on July 1st, 1885.

At the time No. 5 agreement was made the indebtedness of the Company for right of way was stated to be \$123,000, exclusive of the \$90,000 in the Act, and by that agreement Mr. Evans agrees to pay the sum of \$84,000, a portion of the sum due, in ten annual equal installments, with interest thereon at 3 per cent. per annum, the first installment to be paid on the 1st day of October, 1890, and interest to be computed from the 1st day of April, 1885, the Government being allowed to stop the interest from the mail subsidy payable by the Government for that service, and the

balance which shall be found to be due to the Government, after deducting the \$84,000 to be paid by the Company at the expiration of the term of 35 years. This agreement further provides that the Government will make a survey of the line from St. John's to Harbor Grace, and thence to Carbonear, at its own cost, and furnish the Company with at least one copy thereof, and as soon as possible after said survey and plan have been completed, give grants in fee simple of the lands, &c., set apart for the use and purposes of the said Company in connection with the said right of way.

Your Committee finds the actual amount paid to the present time on account of the right of way, exclusive of the \$90,000 provided in the Railway Act as payable at the end of 35 years, to be \$126,194.41, which, under the new agreement, should only be valued as an asset of the Colony at a sum not exceeding \$63,000.

The capitalized amount paid on account of the Carbonear branch, together with the interest paid on the loan, not being repayable by the Company under any circumstances, should not be valued as an asset of the Colony.

The financial position appears to be as follows:—Government has to pay Railway Company for the remainder of the period of 35 years, a subsidy on 85 miles at \$529.41 per mile, equal to \$44,999.85 per annum, together with the sum that may be agreed on for conveyance of mails, and which amount is at present \$7,200 per annum.

We have the honor to be,

Sir,

Your obedient servants,

(Signed,)

THOS. R. SMITH,  
J. GOODFELLOW,  
ROBERT H. PROWSE.

**No. 12.****Report of Auditors on Dock Accounts.**

ST. JOHN'S,  
25th February, 1886. }

Honorable E. D. SHEA,  
Colonial Secretary.

SIR,—

We have the honor to report, for the information of the Government and Legislature, that we have thoroughly examined the account of the expenditure on the Dry Dock, and the compensation to parties for land taken, also dredging, in consequence of damage to property, and find the same, including the amount paid to Mr. Loomis, for surrender of contract, to be as follows:—

Amount paid to Mr. Loomis for surrender of contract.	\$10,000 00
Amount paid Messrs. Simpson & Co., on account of contract .....	541,177 00
Amount paid J. W. Chandler, Engineer, for 1 month's salary .....	180 00
Amount paid Messrs. Simpson & Co., for removing wharves, flakes, &c. ....	599 46
And for dredging .....	100 00
Amount paid for dredging on the north side of Dock, according to agreement .....	8,726 00
Amount paid compensation to parties for damages to property taken . ....	5,091 34
Amount paid Government Arbitrators' fees.....	370 00
	\$566 243 80

There are still some outstanding claims for damage to property, which are in course of adjustment, but the Committee estimate there will be an unexpended balance of about \$20,000 from the amount of 600,000 raised on loan on account of this undertaking, when these claims are adjusted.

The Committee are of opinion that the work has been strictly carried out by Messrs. Simpson & Co., in accordance with the terms of the contract.

The lease for ten years to Messrs. J. E. Simpson & Co. has not been executed, a difference existing between the Contractors and the Government as to the actual date when they should be subject to the rental of \$15,000 per annum.

The interest on the money borrowed for the construction of this work will not be less than \$23 200, and deducting the rental, will leave an annual charge of \$8,200 on the funds of the Colony, besides cost of insurance and inspection for the first ten years.

The Committee would respectfully suggest that the inspection provided for in the agreement, during the currency of the lease, should be half-yearly, and of the most thorough and searching character, considering the heavy expenditure by the Colony on this Public Work, and the great value of the property leased.

We have the honor to be,

Sir,

Your most obedient Servants,

THOS. R. SMITH  
ROBERT H. PROWSE,  
J. GOODFELLOW.

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**No. 13.**

**Report of Auditors on Financial State of the Colony.**

ST. JOHN'S, NEFD., }  
March 8th, 1886. }

SIR,—

We have now the honor to submit, for the further information of the Government and Legislature, a Statement of Assets and



Liabilities shewing a balance against the Colony of \$491,673.86 on current revenue and expenditure ; and general statement shewing a total indebtedness on the part of the Colony, of \$1,924,277.74 ; also a detailed statement of the Public Debt with the rates of interest on the several loans, and total annual interest payable thereon.

The accounts in the Board of Works Department are still under examination, and will hereafter be more fully reported upon ; but we now desire to state that we find an over-expenditure in that Department on roads and other public works, amounting to \$98,090.97, which expenditure has been met by an overdraft at the Commercial Bank to the extent of \$79,040.17, and by the appropriation of grants drawn for other parts of the Public Service, amounting to \$20,872.23, which figures shew the sum of \$1,821.43 to be otherwise accounted for.

In the Poor Relief Office we found the general account in that department had been made up and balanced to the close of the year, shewing—

Expenditure at St. John's .....	\$23,544.35
Expenditure in Outports .....	103,901.87
Office incidental expenses .....	453.78
	—————
Total expenditure .....	\$127,900.00

In the account for Shipwrecked Seamen there has been paid, since the close of the year, sundry claims amounting to \$6,564.40, and there are other admitted claims to the extent of \$847.45 awaiting payment and which will appear in the accounts for 1886. This expenditure is chiefly owing to the claims arising from the Labrador disaster by the gale in October last ; and there are other claims still under consideration, the amount of which cannot be determined until fully inquired into.

The expenditure for the new Post Office is not valued as the cost of that building when completed will probably be covered by a loan for the amount as in the case of other public buildings, which will increase the debt of the Colony to the same extent.

The expenditure for Telegraph extension lines during the past two years, which appears in the accounts, should be struck off as formerly.

In the Crown Lands' Department we find the Annual Rent Roll to be \$4,354.16, and that the amount collected is only \$3,282.12. The sum of \$395.81 was expended in repairs of buildings and the balance of \$2,886.31 paid over to the Treasury. This short collection of rents has been going on for some years. The arrears on Crown Rents and Rents of Imperial Buildings now amount to \$14,081.54, but your Committee has not sufficient information to fix any value on such balance as an asset of the Colony. It appears that in several cases the claims are disputed, and we beg to recommend that an inquiry be made into each case, and where sufficient grounds for non-payment exist the claim should be abandoned and a proper adjustment of the Rent Roll made for future guidance.

We have the honor to remain,

Sir,

Your obedient Servants,

THOS. R. SMITH,  
ROBERT H. PROWSE,  
J. GOODFELLOW.

The Hon'ble  
Colonial Secretary.

*Statement of Current Account, Assets and Liabilities of the Colony  
of Newfoundland, on 31st December, 1885.*

LIABILITIES.

Outstanding Warrants .....	\$170,180 07
Outstanding Interest .....	47,543 05
Balance due the Union Bank of Newfoundland ....	262,018 86
Balance due the Commercial Bank of Newfoundland, per account of the Board of Works .....	79,040 17
Unexpended Grants, in the Board of Works, for roads, &c, as per Road Ledger accounts .....	15,930 56
Unexpended Grants in the Board of Works Depart- ment, for Public Works, &c., as per General Ledger Accounts . . . . .	4,941 67
Unexpended Legislative Grants, including \$33,756.20 unexpended on Dry Dock Loan .....	56,914 72
Amount on account of expenditure for Shipwrecked Crews .....	\$15,716.78
Less amt. paid before Dec. 31, 1885	8,304.93
	<hr/>
Leaving balance due on that account.....	7,411 85
Balance due Mr. A. M. Mackay, on account of Tele- graph extension Service .....	519 14
Estimated amount for unadjusted claims in connec- tion with Shipwrecked Crews, expenses of the Census, Elections and Vaccination .....	10,000 00
	<hr/>
Carried forward .....	\$654,500 09

*Statement of Current Account, Assets and Liabilities of the*

**LIABILITIES.**

Brought forward ..... \$654,500 09

\$654,500 09

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*Colony of Newfoundland, on 31st December, 1885.*


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## ASSETS.

Custom House Bonds outstanding . . . .	\$151,885 40	
Less amount considered bad ..	334 88	
	<u>          </u>	\$151,550 52
Balance due by Cape Race Light-house and Steam Fog Whistle account .....		1,976 10
One half year's rent Dry Dock, to be received.....		7,500 00
Cash in Savings' Bank, on account of the Sinking Fund, Grand Bank and Fortune Breakwater ..		1,799 61
Balance against the Colony on Current Revenue and expenditure .....		491,673 86
		<u>          </u>
		<u>\$654,500 09</u>

THOS. R. SMITH,  
ROBERT H. PROWSE,  
J. GOODFELLOW.

*General Statement of Assets and Liabilities of the*

**LIABILITIES.**

Amount appearing as balance against the Colony on	
Current Revenue and Expenditure .....	\$491,673 86
Amount Public Debt Consolidated .....	1,757,542 71
Amount Public Debt repayable in fixed years .....	289,754 81
Amount borrowed from Fishery Award, on account erection of Telegraph Extension Lines .....	102,300 00
	<b>\$2,641,271 38</b>

*Colony of Newfoundland, on 31st December, 1885.*

## ASSETS.

Cash deposited in Bank of England free of interest, for keeping account.....	\$ 4,800 00
Canada Bonds for £62,000 sterling, 4 per cent. guar- anteed, in the Bank of England, valued at ....	302,561 64
Amount on deposit at 4 per cent. in the Union Bank of Newfoundland.....	244,332 00
Amount on loan for Telegraph Extension, from Fishery Award.....	102,300 00
Balance due by the Newfoundland Railway Company for right of way, \$126,194.41, valued at.....	63,000 00
Expenditure on new Post Office, to be reimbursed to the Colony, \$40,549.55, by an increase of the Public Debt to same extent.	
Expenditure for the extension of the Telegraph Lines, \$55,383.50, should be struck off as heretofore.	
Balance against the Colony .....	1,924,277 74
	<u>\$2,641,271 38</u>

THOS. R. SMITH,  
ROBERT H. PROWSE,  
J. GOODFELLOW.

*Public Debt 1885, Rate of Interest, and Amount of Interest thereon.*

ACT.	Rate of Interest.	Principal.	Interest.
Consol. Stock, Act 22 Victoria	5 per cent.	\$19,666 22	\$ 983 30
Do. Do. 23 "	5 per cent.	1,153 85	57 70
Do. Do. 28 "	5 per cent.	97,000 00	4,850 00
Act 29 Victoria, Cap. 20	5 per cent.	100,000 00	5,000 00
" 25 " " 15	5 per cent.	335,338 00	16,767 00
" 26 " " 6	5 per cent.	69,230 96	3,461 58
" 37 " " 11	5 per cent.	207,692 64	10,384 64
Consol. Stat., Cap. 61, Title 17	5 per cent.	40,000 00	2,000 00
Act 38 Victoria, Cap. 12	5 per cent.	10,000 00	500 00
" 38 " " 22	4½ per cent.	60,000 00	2,700 00
" 39 " " 14	5 per cent.	60,000 00	3,000 00
" 40 " " 24	5 per cent.	100,000 00	5,000 00
" 41 " " 18	5 per cent.	25,000 00	1,250 00
" 31 " " 15	6 per cent.	50,000 00	3,000 00
" 42 " " 9	5 per cent.	12,000 00	600 00
" 44 " " 4	4 per cent.	145,000 00	5,800 00
" 45 " " 20	4 per cent.	36,000 00	1,460 00
" 46 " " 22	4 per cent.	50,000 00	2,000 00
" 46 & 47 Vic., Cap. 5 & 4 (Dry Dock)	4 per cent.	600,000 00	24,000 00
Act 42 Victoria, Cap. 21,—			
\$10,548 at 4½ per ct., \$448.32			
4,644 at 4 per ct., 185.76			
		15,192 00	634 08
Carbonear Street Act, Con- solidated Statute, Title 23, Cap. 82,—			
\$1,298.60 at 5 per ct., \$64 94			
360.60 at 4 per ct., 14.42			
		1,659 20	79 36
Carried forward		\$2,035,434 47	\$93,527 66



*Public Debt, 1885, Rate of Interest, and Amount of Interest thereon.—(Continued.)*

ACT.	Rate of Interest.	Principal.	Interest.
Brought forward.....	.....	\$2,035,432 87	\$93,527 66
St. John's Rebuilding Act, Consolidated Statute, Title 23, Cap. 82,—			
\$4,962.42 at 5 per ct, \$248.10			
6,902.23 at 4 per ct., 276.10			
<hr/>		11,864 65	524 20
		<hr/>	<hr/>
		\$2,047,297 52	\$94,051 86
Loan to the Colony from Fishery Award for the erection of Telegraph Lines, connecting Notre Dame Bay and Bonavista Bay .....	4½ per cent	102,300 00	4,603 50
		<hr/>	<hr/>
		\$2,149,597 52	\$98,655 36
		<hr/>	<hr/>

RECEIVER GENERAL'S OFFICE,  
St. John's, 31st December, 1885. }

THOS. R. SMITH  
ROBERT H. PROBERT  
J. GODFREY

No. 14.  
**Report of Auditors on Telegraph Accounts, 1886.**

ST. JOHN'S, }  
 6th March, 1885. }

The Hon. Colonial Secretary,

SIR,—

We have the honor to report, for the information of Her Majesty's Government and the Legislature, that we have carefully examined the Accounts of the extension of Telegraph Line as presented to us, and we find the outlay paid

Amounted to .....	\$234,353	81	
And that there is due to A. M. McKay, Esq. ....		519	14
		234,872 95	
Shewing a total outlay of .....		234,872	95

The Accounts of the past year shew a loss in the working of the several Stations of .....		5,677	03
And the cost of maintaining the several Lines.....		2,492	62
		8,169 65	

Which aggregate a deficiency of ..... 8,169 65  
 without any charge for interest on the outlay.

Annexed we enumerate the several Stations owned by the Government and the profit or loss of each.

We think it advisable to call your attention to the offices of South West Arm, where there has been an expenditure of \$709, and only One Dollar received; and of Sandy Pond, where there has been an expenditure of \$900, and not a single message credited. How far it may be desirable to continue those Stations we are not in a position to judge.

We have the honor to remain,

Sir,

Your obedient servants,

THOS. R. SMITH  
 ROBERT H. PROWSE,  
 J. GOODFELLOW.

*Statement of the Business of the various Telegraph Stations on account of the Government of Newfoundland, shewing Gain or Loss of each.*

Stations.	Disbursements.	Receipts.	Gain.	Loss.
Tilt Cove .....	\$406 20	\$72 73	.....	\$333 47
Bett's Cove .....	368 81	23 25	.....	345 66
Nipper's Harbor .....	300 69	43 48	.....	257 21
Little Bay Mine .....	458 48	242 96	.....	215 52
South West Arm .....	709 00	1 00	.....	708 00
Sandy Pond .....	900 00	.....	.....	900 00
Bonne Bay .....	635 99	120 46	.....	515 53
Bay of Islands .....	1151 16	207 82	.....	943 34
Bay St. George .....	626 85	120 97	.....	505 88
Garia .....	504 00	729 17	225 17	
King's Cove .....	260 50	203 94	.....	56 56
Harbor Briton .....	513 27	196 34	.....	316 93
Cape Race .....	434 26	273 07	.....	161 19
St. Mary's .....	240 00	134 10	.....	105 90
Old Perlican .....	308 13	104 00	.....	204 13
Western Bay .....	268 40	100 03	.....	168 37
Shoal Harbor .....	55 28	1 60	.....	53 68
Gambo .....	86 00	10 08	.....	75 92
Greenspond .....	32 60	15 69	.....	16 91
Twillingate .....	31 48	32 06	0 58	
Burin ..	31 20	12 52	.....	18 68
	<u>\$8322 30</u>	<u>2645 27</u>	<u>225 75</u>	<u>5902 78</u>
Loss .....	.....	.....	5677 05	
	<u>\$8322 30</u>	<u>\$2645 27</u>	<u>\$5902 78</u>	<u>\$5902 78</u>

## No. 15.

**Report of Auditors on Board of Works, Water Company and Financial Secretary's Accounts.**

St. JOHN'S, }  
24th March, 1886 }

Hon. Colonial Secretary,

SIR,—

When we had the honor of forwarding you a report under date March 8th, it was accompanied by a Statement of the Assets and Liabilities of the Colony, showing a balance against the Colony of \$491,673.86, on what we termed the Current Account. In that report we also informed you that the Accounts in the Board of Works Department were still under examination, and we now forward you herewith a correct list of the balances as they appear in the books, leaving the balance against that department, as before stated, still to be accounted for.

In calling the attention of the Government to this difference between the receipts and expenditure in the Board of Works department, we desire to say that the system adopted for the keeping of the Accounts is a most imperfect one, and should be changed, by the adoption of the system known as Double Entry. The Accounts at first sight appear to be kept by that method, but on closer examination we found that the balances at the close of the preceding year were brought forward into the Road Ledger and General Ledger of the following year without passing through the respective Journals, and regardless of the fact that the balances on one side disagreed with those on the other.

The defect of such a system will be more clearly seen when it is considered that one or more balances on either side might be intentionally or unintentionally dropped. There might be even stronger reasons pointed out for the discontinuance of the present system, but we do not suppose that the deficit referred to has

arisen in any other way than from the accumulation of clerical errors from time to time. The Committee would respectfully recommend that the Bookkeeper of the Board of Works Department should be provided with a separate office so as to be free from the constant interruption to which he is now subjected.

The balance in the Bank account, as struck on the 23rd Jan., 1886, was \$79,562.41, but the deposit of two sums amounting to \$1,677.95, entered in Books for 1885, would reduce that balance to \$77,884.46, and the difference between this sum and the amount appearing in Balance Sheet, \$79,040.17, shows that there are cheques to the amount of \$1,155.71, which had not been presented at at the Bank for payment.

No particulars were obtainable regarding the balances,—Newfoundland Railway Company, \$1,197.32, and the road to Topsail, (new part) \$7,583.49, and we merely call attention to these amounts, believing that the first amount should be charged to the Railway Company's Current Account, with perhaps a portion of the latter, as that expenditure appears to be caused by the Railway Company taking away part of the old road for the line.

The Accounts of the General Water Company have been examined, and we now herewith enclose a certified copy of the receipts and expenditure for the year 1885, and have to report that the amount of Water and Sewerage rates due to December, 1885, was \$6,093.64, of which the sum of \$94.35 has been paid since, leaving present balance \$5,999.29, one-fourth of which amount is considered bad or doubtful.

The outstanding rates due on vacant land amounted to \$8,989.99, but there has been struck off the sum of \$938.71, as it is stated the land owners are not now liable for these rates, the grounds having been built upon. On inquiry as to these last named arrears it was stated to us, that the Attorney General, Sir W. V. Whiteway, gave the Company notice about two year's ago not to collect Mr. Clapp's and other assessments on vacant lands until further orders, so that these rates are not now being collected. The amount of unclaimed interest amounts to £62 17s. 3d.

In the Financial Secretary's Department, we find under the heading of Executive Responsibility an entry June 24th, 1885, for \$3,190, which is afterwards charged to Legislative Contingencies for printing Journals for House of Assembly for 1884. That sum represents the total amount for printing the Journal and Appendix for 1884, and on account of which \$2,100 had been paid to the proprietors of the *Evening Mercury* during the progress of the work. On reference to the voucher for the above payment, we found it to be portion of a claim for three year's work. The correctness of the account had been disputed, and this sum appears to have been paid in settlement thereof, but when that amount is added to the sums already paid to the proprietors of the *Evening Mercury*, we find they have received \$112 more than the total amount of the claim made by them for the three years.

On reference to the accounts for 1882, the estimate for printing the Appendix was \$1,500, and for printing the Journal \$600, the former to be done by the proprietors of the *Evening Mercury* and the latter by the proprietor of the *Public Ledger*. The *Evening Mercury* was paid \$1,352 and the *Public Ledger* was paid \$984, which we assume was the correct apportionment of the amount payable to each for the work done that year, and covered the whole amount then due, a small sum being paid to each to close the respective accounts.

The Journal and Appendix for 1883 and also those for 1884 were printed by the proprietors of the *Evening Mercury*, and the amount charged for that work by the account furnished was \$6,750 for the two years. They having been paid during the progress of the work in 1883, \$2,400; in 1884, \$2,100, and in 1885 the sum first referred to of \$3,190. It appears to us that an actual overpayment of \$940 has been made in settlement of that account.

We also desire to call the attention of the Government to sundry balances carried forward in the books of the Financial Secretary, which do not appear in the annual statement.

In the General Ledger accounts over expenditure balances are placed under the heading of overdrawn accounts in the Finan-

cial Statement for the year in which the expenditure was made, and such balances are brought forward in the books for the ensuing year (when they are not closed off by a Bill of Indemnity), but do not appear in any future Financial Statement.

In the Road Ledger accounts, the balances in overdrawn accounts are brought forward in the books and are made a first charge against future grants for same service. There is, however, an exception to this rule, where the Executive authorizes some special expenditure as in the case of the Harbor Main roads, the account is opened in the General Ledger and the balance does not appear in any statement after the first year.

The following is a detailed statement of the overdrawn balances in 1884, for which there was no indemnity:—

Awards and Arbitrations under the Railway Act.	\$10,001 01
Board of Health and Quarantine account .....	3,193 90
Education Pupil Teachers, Roman Catholic .....	567 29
Fuel and Light Colonial Building.....	0 47
Hospitals .....	0 67
New Post Office .....	16,200 00
Sheep Preservation Act .....	53 84
Telegraph Construction .....	12,883 50
Weights and Measures account .....	50 25
Harbor Main Roads (local) from 1882 .....	3,169 95
	\$46,120 88

There is also an overdraft for education of Pupil Teachers, Church of England, in 1882 and 1883, \$753, and a payment in 1885 in excess of vote on account roads Codroy and from Grand River to Cape Ray of \$300.10, all of which we consider should be now adjusted in some way, with the exception of the amount against the new Post Office, which should be left until that Public Work is completed.

Before closing this report we beg to recommend that the system of keeping Accounts in every Public Department should be by strict double entry, and such as would easily show where and

when an error or omission had occurred, and that the books of the several departments be closed on a fixed day in January, and correct balance sheets taken off and placed in the hands of the Executive to assist in making a correct statement of the Assets and Liabilities of the Colony, from which alone a reliable statement can be compiled.

Your Committee desire to express their thanks for the uniform courtesy of the several officers in the different departments they have had to visit in performance of the duty which devolved upon them.

We have the honor to remain,

Sir,

Your obedient servants,

(Signed,)

THOS. R. SMITH,  
ROBERT H. PROWSE,  
J. GOODFELLOW.



*Statement of Board of Works Accounts, 31st December, 1885.*

		DR.	CR.
19	Roads, St. John's East .....	\$11,198 25	
44	" " West .....	9426 88	
541	" " East City .....	1628 96	
545	" " West City .....	1739 60	
109	" " South Side .....	11 64	
131	" " to Brigus .....	4158 62	
133	" Horse Cove to Topsail ..	72 30	
135	" Portugal Cove to Pouch Cove, via Bauline .....	.....	\$ 346 30
155	" Goulds to Renews .....	883 23	
157	" Trepassey to Renews .....	366 16	
165	" Salmon Cove, Gasters .....	34 30	
167	" Cat's Cove, Colliers and Beacon Cove .....	.....	23 30
169	" Holyrood through Seal O'e .....	.....	1 85
171	" Holyrood to Witless Bay .....	.....	440 87
175	" Holyrood to Placentia ..	183 30	
179	" Placentia to Little Placen- tia and Fox Harbor .....	.....	54 63
183	" Little Placentia towards Loug Harbor .....	.....	516 50
185	" Salmonier to St. Mary's ..	.....	56 31
193	" Placentia to Cape Shore ..	.....	96 36
199	" Holyrood to St. Mary's ..	215 59	
203	" Branch to Distress .....	249 32	
205	" Trepassey to St. Shott's and Cape Pine .....	289 37	
207	" Burin to Garnish .....	.....	488 14
211	" Burin to Grand Bank .....	.....	669 21
215	" Grand Bank to Garnish ..	.....	329 81
219	" Hermitage Cove to Pass Island .. ..	72 00	
223	" Gaultois to Piccaire .....	.....	100 00
225	" Gaultois to Connaigre Bay ..	.....	290 00
227	" Harbor Briton to Conuai- gre Bay .. ..	106 31	
229	" Harbor Briton to Belleo- ram .. ..	.....	256 97
233	" Belleoram to St. Jacques ..	.....	36 32

*Statement of Board of Works Accounts, 31st December, 1885.*

		DR.	CR.
235	Roads, St. John's Bay to Wreck Cove .....		42 08
237	" Miller's Passage to Little Bay .....		192 99
241	" Baine Harbor to Bay L'Ar- gent .....		1020 90
261	" Brigus to Carbonear .....		1300 35
265	" Brigus to Nine Island Pond .....		38 41
267	" Hall's Town to Snow's P'd .....		5 33
269	" Spaniard's Bay to New Harbor ..	139 65	
273	" Goulds and Long Harbor Roads ..		198 65
275	" New Harbor to South Dildo .....		14 76
277	" Dildo to Chance Cove .....		26 37
285	" The Northern Mail Route.	152 97	
287	" New Harbor to Heart's Content ..		172 11
291	" Green's Harbor to Harbor Grace, via Spaniard's Bay Road .....		400 00
295	" Carbonear to New Perlican .....		1108 89
297	" Carbonear to Hrt's Delight .....	694 62	
301	" Country Path Road, via Spaniard's Bay Pond ..		319 46
307	" Spaniard's Bay & Bishop's Cove .....		1 24
309	" New Perlican to Grate's Cove .....	503 98	
313	" Grates C'e to Bay-de-Verde .....		112 09
315	" Bay-de-Verde to Red Head .....		91 44
317	" Old Perlican to Lower Is- land Cove .....		343 82
321	" Old Perlican to Bay-de- Verde .....		78 00
329	" Carbonear to Bay-de-Verde .....	488 65	
333	" Salmon Cove Bridge, H'ts Content Road .....		561 10
337	" Heart's Ease to Butler's' Ce .....		49 71

*Statement of Board of Works Accounts, 31st December, 1885.*

		DR.	CR.
343	Roads, Trinity to Catalina .....		\$ 182 55
346	" Trinity to British Harbor. ....		326 14
348	" Trinity to Indian Arm ..		543 69
351	" Trinity to King's Cove ..		176 62
353	" Trinity to Brooklyn, via Plate Cove .....		85 49
357	" Plate Cove to Brooklands. ....		81 71
357	" Catalina to Bird Island Cove .....		97 55
361	" King's Cove to Tickle C'e ..		40 75
363	" River Head, Southern Bay, Muddy Cove .....		100 00
365	" Greenspond to Cape Freels	\$53 99	
369	" Shambler's Cove to New Harbor, Indian Bay ...	51 62	
373	" Notchy Hill towards King's Cove .....		11 34
375	" Plate Cove to Notchy Hill ..		98 10
377	" Salvage to Happy Adven- ture .....		202 20
379	" Open Hall to Plate Cove ..		10 55
381	" Catalina to Bonavista .....		164 80
383	" Bonavista to Bird Island Cove .....		62 12
385	" Greenspond to English Hr.	45 27	
387	" Black Head Bay .....		69 12
391	" Amherst Cove to Catalina ..		189 99
393	" Cape Freel's to Cat Har. .	4 90	
395	" Seldom-Come-By to Fogo. ....		250 95
397	" Tizzard's Harbor to More- ton's Harbor .....	44 85	
399	" Moreton's Harbor to Wes- tern Head .....		17 40
401	" Cape Freel's to Gander Bay ..		25 54
403	" Twillingate to Bluff Head, Gillard's and Kettle C'e. ....		63 03
407	" Tilton Harbor to Fogo ..		108 28
409	" Round Harbor to Tilt Cove ..		38 20
411	" Sergeant's Cove .....		12 23

*Statement of Board of Works Accounts, 31st December, 1885.*

		DR.	CR.
413	Roads, Tizzard's Harbor to Carter's Cove .....	\$ 41 92	
415	" Round Harbor to Snook's Arm .....		\$82 20
417	" Twillingate to Long Point .....		85 90
419	" Twillingate to Little Har. ....		63 24
421	" Jenkin's Cove to French Beach .....		8 52
423	" from Congregational Ch'ch .....		199 25
425	" Black Island, Tickle Cove to Kyer's Cove .....		60 00
427	" Shoal Bay to Fogo .....		84 75
429	" Hare Bay to Fogo .....		20 45
431	" Barr'd Island to Fogo and Seldom-Come-By .....		88 92
433	" New Bay Head to Fortune .....	2 90	
435	" Little Harbor to Purcell's Harbor .. ..		11 90
437	" Jackman's Cove to King's Cove .. ..		153 76
439	" North West Arm to Rogue's Harbor .. ..		28 00
441	" Rogue's Harbor to Bett's Cove .. ..		62 93
443	" Bett's Cove to Snook's Arm .. ..	34 67	
445	" Jackson's Arm to Western Arm .....		23 71
447	" Lush's Bight to Ward's Harbor .. ..		1 00
449	" Southern Harbor, L. B. Islands, to Sulian's Cove. ....		9 00
451	" Colchester, Jackson's Arm and Birchy Cove .....		77 98
453	" Fortune Harbor to Cottle's Cove .....		37 80
455	" Goulds to Shoal Bay .....	13 99	
461	" South West Arm Humber. ....		733 17
463	" New road to Topsail .....	7583 49	
469	" Plank Road (Le Marchant) .....	1591 01	

*Statement of Board of Works Accounts, 31st December, 1885.*

		DR.	CR.
471	Roads, Le Marchant Road Extension .....	\$541 21	
473	“ Cat Harbor to Musgrave Harbor .. .. .		\$8 80
477	“ North Side Ragged Harbor to N. Side Apsey Cove.. .. .		100 75
483	“ Ladle Cove to Gander Bay .. .. .		74 00
509	“ Local Roads—20 per cent.—Carbonear .. .. .		439 04
523	“ Tilton to Spaniard’s Bay .. .. .		44 95
527	“ The Station Road, Salmon Cove .. .. .		687 83
529	“ Glover Road, Har. Grace, to Green’s Harbor ...	12 00	
535	“ Outport Roads, St. John’s West (extern) .. .. .	168 55	
553	“ Upper Island Cove to Tilton Station .. .. .	10 40	
555	“ Brazil’s Road, Tilton .. .. .	30 24	
<b>GENERAL LEDGER.</b>			
29	Commercial Bank .. .. .		79040 17
33	Cash Account .. .. .	651 21	
41	Public Works, St. John’s East .. .. .	4441 23	
53	“ Harbor Main .. .. .	851 94	
61	“ Port-de-Grave .. .. .	764 69	
69	“ Harbor Grace .. .. .		608 02
73	“ Carbonear .. .. .	208 72	
79	“ Bay-de-Verde .. .. .	2271 16	
85	“ Trinity .. .. .	812 99	
92	“ Bonavista .. .. .	954 20	
96	“ Twillingate & Fogo .. .. .	2926 30	
102	“ Ferryland .. .. .		310 17
106	“ Placentia and Saint Mary’s .. .. .		23 57
112	“ Burin .. .. .	4927 39	
119	“ Fortune .. .. .		1083 14
123	“ Burgeo & La Poile .. .. .	3430 96	
125	“ Bay St. George .. .. .	1086 10	

*Statement of Board of Works Accounts, 31st December, 1885.*

	DR.	CR.
131 Public Works, St. Barbe .....		1551 84
207 Gaultois Construction Lighthouse .....		91 04
277 Alteration in Penitentiary .....		242 69
311 Fuel & Light, Government House .....	\$5 00	
327 Sanitary under Municipal Act ..	20290 62	
329 Fuel and Light, Colonial Building .....		242 53
345 Suspense Act .....	576 48	
367 Coastal Wharf, Twillingate .....	1980 38	
377 Colinet Bridge .....		16 30
383 Twillingate Court House erection .....		472 19
399 Contingencies, House of Assembly .....	163 78	
403 Pipe Service, Rennie's Mill Road. ....	1019 08	
411 Half-way House, Salmonier .....		50 18
414 D. F. Brien .....	439 12	
415 Thomas Murphy .....	47 00	
417 Interest Account ..	2193 86	
425 Charles Duder .....	600 00	
425 P. M. Barron .....	50 00	
425 J. T. Neville .....	211 24	
432 Poor Relief, Placentia & St. Mary's ..	2784 24	
437 Sir A. Shea .....	57 35	
439 Patrick Hogan .....	108 00	
439 Thomas Morris .....	60 00	
449 Newfoundland Railway Company ..	1197 32	
459 Fire Brigade Hall ..	3 90	
461 Ferryland Pool .....		250 00
469 Robert Lewis .....	130 00	
	98090 97	99912 40
Difference to be accounted for ..	1821 43	
	\$99,912 40	\$99,912 40

(Signed,)

THOMAS R. SMITH,  
ROBERT H. PROWSE,  
J. GOODFELLOW.

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*General Water Company Statement for the year 1885.*


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## EXPENDITURE.

Volunteer Fire Company, as per Statement herewith .. .. .	£1252	10	4
Labor Bills for 12 months.. .. .	1458	8	7
Edward Flynn, 12 months wages watering vessels .. .. .	£140	0	0
Inspector Wills, 12 months services. .. .. .	117	0	0
		257	0 0
Salaries, Engineer and all other officials .. .. .		962	10 0
Contingent expenses, rent, stationery, coal, printing, advertising, insurance, cash refunded, and sundry small accounts .. .. .		358	6 2
Amount of Invoices of pipes, lead, brass, hose, cocks, hardware, Plumber work, wheelwright, castings, &c., &c. .. .. .		1106	1 4
Cost of new Steam Fire Engine .. .. .	974	17	2
Expenses connected therewith, including a pair of horses .. .. .	339	13	11
		1314	11 1
Cost of Pipe cleaning and operations Mr. Burchell, Superintending by order of Government .. .. .	902	19	11
	125	0	0
		1027	19 11
Cost vacant land appraisement, '84: Per Messrs. Hally and LeMessurier, appraisers, £25 each .. .. .	50	0	0
Judges Prowse and Conroy, revising ditto, £12 10s. each .. .. .	25	0	0
		75	0 0
Cost of Triennial Appraisement:—			
W. D. Halley .. .. .	125	0	0
H. LeMessurier .. .. .	125	0	0
Judges Prowse & Conroy, £25 each .. .. .	50	0	0
R. R. W. Lilly, services at ditto .. .. .	12	0	0
		312	10 0
Carried forward. .. .. .		£8,124	17 5

## General Water Company

## EXPENDITURE.

Brought forward .. .. .	£8,124 16 5
Cost of Hose for Dry Dock, by order of Executive .. .. .	204 11 4
Board of Works for Sanitary Service .. .. .	1250 0 0
Board of Works, balance of Sewer- age from 1884 .. .. .	879 15 7
Twelve month's interest on Stock, £91,500, at 5 per cent. .. .. .	4575 0 0
Twelve month's interest Loan issued in 1869, £3,600, at 5 $\frac{3}{4}$ and 6 pr. ct. .. .. .	212 17 6
	<hr/>
	4787 17 6
Savings' Bank interest, 12 months. on £9,300, at 4 $\frac{1}{2}$ per cent .. .. .	418 10 0
Savings' Bank interest, 4 months, on £2,000, at 4 $\frac{1}{2}$ per cent .. .. .	30 0 0
	<hr/>
	448 10 0
Savings' Bank Loan, refunded by order of the Executive .. .. .	2000 0 0
Commercial Bank balance of inter- est on Current Account .. .. .	22 6 7
Hon. Receiver General, 12 month's interest on Sewerage Debentures. .. .. .	865 7 11
	<hr/>
	<u>£18,583 6 4</u>

St. John's, Nfld., 31st December, 1885.

(Signed,) THEO. CLIFT, Secretary.



*Statement, for the year 1885.*

## RECEIPTS.

Balance on hand at Commercial Bank, 1884 .. .. .	£3986 15 11
Duty on Coal and Water Rates on Shipping for year .. .. .	5138 3 9
Water Rates collected during the year .. .. .	7266 2 0
Sewerage Rates collected during the year .. .. .	£1317 18 0
Government Grant in aid of this Account .. .. .	200 0 0
	<hr/>
	1517 18 0
From Carbonear Water Company, for interest, &c. .. .. .	170 5 8
Watering Vessels, labor, &c., for the year .. .. .	234 3 7
Insurance Company's tax in aid Volunteer Company .. .. .	145 16 7
Outstanding Cheques and interest unclaimed .. .. .	112 17 3
	<hr/>
	18572 2 9
Balance due Commercial Bank .. .. .	11 3 7
	<hr/>
	£18,583 6 4

Examined and found correct.

(Signed,)

ROBERT H. PROWSE,  
THOS. R. SMITH,  
JAMES GOODFELLOW.

March 10th, 1886

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**No. 16.**
**Report of Government Engineer on Sanitary Condi-  
tion of St. John's.**

GOVERNMENT ENGINEER'S OFFICE,  
St. John's, Newfoundland, }  
27th February, 1886. }

The Honourable  
The Colonial Secretary.

SIR,—

In accordance with instructions received from you, I have from time to time, as opportunity was afforded, taken notes of the sanitary condition of the town of St. John's. These, with a few observations as to requirements, I beg respectfully herewith to submit.

WATER SUPPLY.

In the first place a liberal supply of pure water for domestic purposes is of greatest importance. At present the greater part of the town is receiving an extravagant supply which is being wantonly wasted; while sections such as George's Town, Cook's Town, head of Carter's hill, are largely dependent on wells. I witnessed the inconvenience and risk to which the people at the head of Long's and Carter's Hills have been subjected through the inadequacy in summer season of the two public wells to meet their requirements; and through the pollution of the water, in one instance by muck and decaying vegetable matter, in the other by sewage flowing in an un-lined drain a few yards away. I have seen one of these pumps started by water dipped from a hole into which slops were regularly thrown, and have known a man in the neighborhood to make a practice of sponging his horse at the well, so that the washings flowed directly into it. While rendering some service to the Water Board during the past season, I had an opportunity of establishing a street fountain and fire hydrant in the centre of George's Town, thereby to a very limited extent meeting the urgent need of that district.

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The enforcement of ordinary measures of economy, some changes in the general distribution, and the introduction, if then necessary, of automatic reducing valves, would tend to equalize the pressure in the various districts of the town, and save water sufficient to meet liberally all wants without depriving the existing service of anything but what is now being wasted.

#### REMOVAL OF WASTE.

The second great need is a means of removing as directly, frequently, and economically as possible all waste from houses, factories, &c., so that air and soil may not become poisoned by the gases and disease germs arising therefrom, in case of some diseases before, but more commonly during putrefaction. To this end there are at present two agencies in operation, an organised force of Sanitary Inspectors and Scavengers, equipped with the necessary night carts, ash carts, &c., and the sewers.

#### THE SANITARY FORCE.

It is to be regretted that, although, according to the statement of the Chief Inspector, there are sufficient men and horses to remove daily all waste, some back streets are not served as they should be. Persons have complained of failure to remove their tubs, and of neglect of their neighbors to comply with regulations. I have examined back yards and alleyways that were in anything but a creditable condition. It is customary for employees of the Sanitary department to remove, after regular working hours, ash heaps, &c. Although the Government horses are used, the man performing such service receives for himself the compensation. The necessity for referring to such practices is unpleasant, but a matter of so vital interest to the general weal demands honest treatment. A subject of much annoyance to the townspeople is the unnecessarily large proportion of day work done by the force. During the stormy weather in winter there may be some excuse for this, but I cannot see that there is at any other time.

#### SEWERAGE.

Sewers constitute the second agency for the removal of waste. Whatever differences may exist among engineers as to systems of

sewerage, there are certain important points on which all agree as being essential. The sewers must be water tight, must be laid in straight lines, regular grades, and with true curves or bends. I have been in most of the principal sewers of the town, and have seen many of the smaller ones opened, but in no case have these necessary conditions been found to exist. In the large sewers, which are all built square, the walls are stone (rubble) laid dry, or, what is as bad, in common mortar, the floors for the most part plank, and the covering either plank or flags. Pipe sewers are laid with open joints. In both cases the greater part of liquid sewage flows through the joints into the surrounding sub-soil; solid matter is liable to be deposited in the sewers, and the ground becomes fruitful of a variety of most dangerous emanations. With one exception, there was not found in any of the large sewers, varying in size from 2 ft. by 2 ft. 6 in., to 3 ft. by 5 ft., sufficient flow of water to cover the floors. The sewage had been discharged into the sub-soil or had been deposited. Several drains opened were found filled to the covers with solid material; others have been blocked for years. The house drains, however, continue to discharge, even the contents of water closets into the soil. I have known several cases in which house drains have been found in important parts of the town to end as it was expressed 'nowhere.' Not only is the outside air polluted by exhalations from street gratings, and the soil saturated with sewage, but dangerous gases enter houses by cellars and soil pipes. The efficient trapping and ventilating of house drains is almost unknown.

A large and important sewer (Prescott Street) was found to have been dammed. part of it having thus been converted into a subterranean mill pond of sewage, which had been used to turn a water wheel in a smithy near by. A steam engine has been substituted for the water wheel, but the dam still remains. This is worthy of being recorded, as it is probably unique.

Several large sewers have been constructed in the old water courses and have been built over. An examination was made of several houses standing directly over such. One may be specially mentioned. The noise of the dribble of water could be heard in

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the room over the sewer; in a back shed was a trap hatch communicating directly with it. That the hatch had been made for a purpose was proved by the large deposit of excrementitious matter directly under. Such breeding places for disease endanger the health of the whole community.

There are districts of the town well known as haunts of diphtheria and typhoid fever. In the event of an outbreak of such a disease as Asiatic cholera, the sewers and house drains would do fearful execution. The recent investigations of Dr. Koch have proved the existence of cholera bacteriæ. These minute parasites multiply rapidly in the bowels of patients and are passed with the ordinary discharges. The germs of typhoid fever are propagated and disseminated in a similar manner. It is then evident that the existing leaky drains and faulty house connections are ready channels for the conveyance of such dread diseases.

At present the sewers discharge directly into the harbor, through a number of outfalls. The three conspicuous features of a public cove are, as a rule, a sewer outfall, a public closet, and a *fish stand*. In passing it may not be amiss to refer to the advisability of instituting a rigid inspection of fresh meat and fish.

The great want is a complete new system of impervious, self-cleansing, well ventilated sewers, in connection with a perfect system of house drainage. Such systems must be carefully designed in accordance with scientific principles, and accurately executed. To this end it is absolutely necessary that thorough surveys, detail plans and specifications, and rules be made. A system having been approved of by the Government, the work might be undertaken as a whole or in parts. From statements already made, and others to follow, the urgent necessity for pushing the whole to completion as soon as practicable, will, I think, be apparent.

The old drains, if sewage were excluded from them, would do excellent service in carrying off surface water and drying the sub-soil. In some cases new pipe sewers might be laid in the old stone drains, thereby saving excavation. Meantime sewers should be regularly and faithfully inspected as far as practicable, trapped

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and ventilated street gulleys should replace open gratings, and outfalls should be protected from on-shore winds by suitable screens or valves. It would be unwise to make extensions save in exceptional cases. Present wants might be provided for as far as possible by lined surface drains that could be kept thoroughly clean by the Sanitary force.

The subject of house drainage might be dealt with at once, thereby guarding against some of the dangers from existing sewers. Fixed rules with regard to drains and plumbing might be laid down; all house-owners to see that existing arrangements not in conformity with such rules, have the required alterations, or substitutions, or both, made before a certain date; all new houses to be served with water and sewer connections in accordance with the rules. The early enforcement of such regulations would put the town in a position to receive the full benefit of improved sewerage works when completed.

The following is quoted from Latham on Sanitary Engineering, 1878:—"Little more than a quarter of a century has elapsed since efforts were made in this country (England) to improve the Sanitary condition of the great masses of the people." "The modern works of sewerage and water supply have been experiments made for improving the state of public health, and that they have accomplished the end for which they were inaugurated will be seen from Table No. 1, which contains the results in twelve towns that have been selected from the records collected by the Medical officers of the Privy Council."

*Table No. 1, shewing the Returns of Sanitary Works:*

Name of Place.	Population in 1881.	Average Mortality per 1000 before construction of works.	Average Mortality per 1000 since completion of works.	Saving of Life per cent	Reduction of Typhoid Fever rate per cent.	Reduction in rate of Phthisis per cent.
Banbury ...	10,238	23.4	20.5	12½	48	41
Cardiff .....	32,954	33.2	22.6	32	40	17
Croydon.....	30,229	23.7	18.6	22	63	17
Dover.....	23,108	22.6	20.9	7	36	20
Ely .....	7,847	23.9	20.5	14	56	47
Leicester ...	68,056	26.4	25.2	4½	48	32
Macclesfield.	27,475	29.8	23.7	20	48	31
Merthyr.....	52,778	33.2	26.2	18	60	11
Newport ...	24,756	31.8	21.6	32	36	32
Rugby .....	7,818	19.1	18.6	2½	10	43
Salisbury ...	9,030	27.5	21.9	20	75	49
Warwick ...	10,570	22.7	21.0	7½	52	19

Permit me to ask the Government's attention to the lack of information with regard to prevalent diseases and the mortality rate, and to urge the importance of adopting measures which will result in reliable records being kept. I have learned from several gentlemen of the medical profession that the disease most commonly met with in the town is consumption. This is attributed to climatic influences. Possibly the following may throw some light on the subject. The British Government ordered, in 1866,

an examination into the effects of drainage on the public health: "Twenty-four towns, sewered by the modern system, were examined. It appeared that, while the general death rate had greatly diminished, it was strikingly evident in the smaller number of deaths from consumption. The scientific world accepted the theory that the purifying of the atmosphere, and the drying of the soil, as an incidental effect of sewerage, had led to the diminution of that disease."

I have the honor to be, Sir,  
Yours obediently,

H. C. BURCHELL,  
Government Engineer.

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**No. 17.**

**Communication from Chamber of Commerce on Bait Supply Prohibition.**

[COPY.]

SIR,—

ST. JOHN'S, }  
April 7th, 1886. }

At the last meeting of the Chamber of Commerce the matter of our present Bait supply was discussed, and the Chamber, after careful consideration, were unanimous in the opinion that the Government should pass a Bill during the present Session of the Legislature to prohibit the sale and export of bait fishes, as they consider that the traffic heretofore carried on is not only destructive to our present bait supply, but otherwise most prejudicial to the interests of our own people in their prosecution of the Bank and in-shore fisheries, and I now respectfully request that you will be pleased to bring this matter before the Government and Legislature, and would ask on behalf of the Chamber that it might have their favourable consideration.

I have the honor to be, Sir,  
Your most obedient servant,

(Signed,)

J. GOODFELLOW,  
Secretary Chamber of Commerce.

The Honorable  
The Colonial Secretary.



## No. 18.

**Report of R. E. Forbes, Esq., Medical Officer on Labrador Coast, 1885.**

CASES TREATED.	TRIPS.				
	1st.	2nd.	3rd.	4th.	5th.
Disease of Nervous System .....	3	2	6	4	4
“ Women .....	5	6	7	8	5
“ Eye and Ear.....	8	10	8	6	2
“ Throat . . .	3	3	4	3	
“ Chest . . . .	21	14	24	14	4
“ Bowels .....	10	11	3	3	4
“ Bladder and Kidneys .....	8	5	6	8	4
Rheumatism and Lumbago .....	12	21	12	11	12
Measles .....	5	9	1		
Fever .....	8	5	6	7	4
Scurvey .....	4	5	3	1	1
General Debility .....	9	1	5	3	
Worms in children .....	4	4	1	6	4
Sprains and other injuries ..	6	12	5	2	2
Abscesses of finger and hands, &c. ....	9	7	7	3	5
Burns and Scalds .....	5	2	1	1	1
Extracting Teeth .....	2	4	2	2	2
Gunshot injuries .....	1	.....	.....	1	
Dog bites .....	1	.....	1		
Hydrocele .....	1				
Fractures .....	.....	1	.....	2	
Tongue-tie, (an infant) .....	.....	1			
Hare-lip (operation for) child 3 years.....	.....	.....	1		
Erysipelas .....	.....	.....	2	1	
Sciatica .....	.....	.....	2	4	
Tumor on Arm .....	.....	.....	1		
Ulcers on Leg .....	.....	.....	5	2	
Prolapse of Rectum .....	.....	.....	1		
Thymosis (operation for) ..	.....	.....	.....	1	
Diphtheria (at Punch Bowl) .....	.....	.....	.....	.....	
<b>Total, 586 .....</b>	<b>137</b>	<b>135</b>	<b>135</b>	<b>105</b>	<b>74</b>

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Many persons—not noted in the Tabulated statement—called on me for simple medicines, which I supplied.

Diseases of the Chest include Pthisis, Pleurisy, Pneumonia and Bronchitis; of the latter there were a great many cases, chiefly among children.

Stomach diseases were, without exception, some form of Dyspepsia.

Diseases of Bowels, chiefly Diarrhœa among children; a few cases of long continued Constipation in adults.

Acute Rheumatic Fever furnished many cases, recorded Rheumatism and Lumbago. This painful and lingering disease had to be treated under extremely unfavorable conditions, viz., damp, cold houses, and insufficient bed-clothing.

The number of cases of Measles indicate families and not individual cases. Those entered on 1st and 2nd trips being located at Cape Charles, at which port the S. S. *Lady Glover* called on her way to Battle Harbor. Before proceeding on 2nd trip, I visited Cape Charles per Mr. Bendell's Steam Launch. In two families every person (7 and 9 respectively) was suffering from the disease.

In the number recorded against Sprains and Injuries two cases are worthy of particular notice. The first a young lad named Pye, living at Cape Charles; three weeks before I saw him, whilst cutting a slice of bread, the knife (a sharp one) slipped, its point entering the arm just at the wrist, a gash three inches in length was the result, bleeding to a fearful extent succeeded and all efforts to control it failed, except a bandage bound tightly round the arm. When I saw him he was very weak and blanched from loss of blood. On examining the wound (a mass of sloughing tissue) I found the Radial Artery slit to the extent of one inch. This accounted for the terrible bleeding which followed the accident, and why the simple remedies used to stop it had failed. I operated at once and after some little trouble, secured the bleeding points, dressed the arm and gave instructions for dressing during my absence. On visiting Cape Charles, on return from

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1st trip, I found the wound almost healed, and the lad suffering from measles, from which he made a good recovery. The second case, that of a young man named William Russel, fell from the mast-head of a schooner to the deck, a distance of 35 feet, receiving little, if any, injury.

The Gunshot injury, which occurred by the bursting of a gun on the 4th trip, was of such a serious character as to necessitate amputation about six inches above the wrist. This case showed very forcibly the necessity of a small Hospital or some place set apart for the treating of wounds of a serious description on board the Labrador Steamer. This patient having to leave per *S. S. Plover* for Greenspond, the following morning, necessitated my amputating higher than I would have done had it been possible for me to remain with the patient, or had I been able to take him with me. Had either of these methods been possible, I would have tried, with a slight hope of succeeding, to save part of the hand, but under the circumstances, the risk was too great to attempt it owing to the treatment adopted before I saw him, the wound showed such symptom of Erysipelas, which under favorable conditions is highly dangerous, that I considered it more prudent to perform the higher operation, than run the risk of the patient losing his life from blood poisoning.

The Dog-bite, noted on 1st trip, occurred at Cartwright some days before I was there; the patient, a little girl, aged four years, had been seized by a large dog, carried to the sea shore, and there the brute tried to eat the little one, fortunately some of the people heard her screams and rescued her; her face, neck, body, thighs, were terribly bitten and bruised. Mr. Dawe, the H. B. Company's Agent, dressed the wounds, and must have paid great attention to the little one, as I found all the wounds healing kindly, and by the third trip she was quite well.

The case of Hydrocele occurred at Venison Tickle and required an operation which I performed.

One of the Fracture cases occurred on land (at Grady); the patient, a child, got jammed between the two rocks, and, by some

means unknown, sustained a fracture of the thigh. The other two cases were young men belonging to craft, one by a fall fractured two ribs; the other getting entangled in the main sheet whilst the craft was coming round during a breeze, sustained a fracture of the arm; the first case did well, the other was doing when I left.

The cases of Diphtheria, noted on the fifth trip, I saw at Punch Bowl on my way South; three children were ill, but as far as I could judge from one visit the disease was not of that virulent type we unfortunately often meet with, the surroundings being very favorable to the propagation of Diphtheric poison; I warned the neighbors of the danger in communicating with the house in which the disease was; gave medicine and advice, which, if followed, no doubt confined the trouble to the one family.

On the third trip, while the Steamer was calling at Smokey Tickle and Bake Apple Bight, I went in boat to Cut-throat, the case being to a young woman who had retention of Urine for four days; had she not been relieved, serious trouble, if not death, would have ensued. I would here suggest that the Steamer should call at Cut-throat when considered necessary by the Doctor, it would be an actual saving of time and much more agreeable to the Medical Officer.

The foregoing embrace all the cases I consider necessary to bring to the special notice of the Government.

That there is an absolute necessity for Medical attendance on Labrador, the foregoing will prove. In this connection it appears to me that the Medical Officer can be of the greatest service to the greatest number by travelling per Coastal Steamer. The great want is a suitable Steamer; by this I mean a Steamer with suitable Hospital accommodation. Until something better can be done, I would earnestly suggest that the coming Steamer have a house on deck large enough to contain at least six beds and a dispensary. Such an arrangement would be a great improvement on the service of the past year, where there was not a single, suitable, I may say, decent, berth to put a sick person, unless into

the Cabin, and that is objectionable in every way. It appears to me the Government should appoint permanently a competent officer, paying a reasonable salary, and obliging him to remain on the Coast the whole season, and let him in concert with the Government solve the problem as to how our people on the Labrador can be best attended medically.

I would suggest that the future Contractors for the Labrador Service, be compelled to furnish a sufficiency of Vegetables for the use of the Ship's company and passengers.

I have the honor to be,  
Sir,  
Your obedient Servant,

(Signed,) R. E. FORBES,  
Medical Officer for Labrador.

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**No. 19.**

**Report of Commander Robinson, R. N., on the Issue of  
Certificates of Competency in Victoria, Australia,  
and St. John's, Newfoundland.**

ST. JOHN'S, NEWFOUNDLAND, }  
OFFICE OF EXAMINER-IN-CHIEF, }  
January 20th, 1886. }

SIR,—

I beg leave to draw your attention to the List of Certificated Seamen which has been forwarded by the Secretary of the Victoria Steam Navigation Board, Melbourne, Australia, and which I venture to compare with the similar issue of Certificates in this port during the nine years that valid Certificates of Competency have been issued.

I have the honor to be,  
Sir,  
Your obedient Servant,

(Signed,) GEO. ROBINSON.

The Honorable  
The Colonial Secretary,  
St. John's, Newfoundland.

PROGRESS OF ISSUE, VICTORIA, AUSTRALIA.				PROGRESS OF ISSUE, ST. JOHN'S, NEWFOUNDLAND			
Year.	Masters.	Total.	Mates.	Year.	Masters.	Total.	Mates.
1870....	8	13	5 *3	.....	None.	.....	None.
1871....	13	17	4 *9	.....	"	.....	"
1872....	11	11	0 *11	.....	"	.....	"
1873....	7	8	1 *6	.....	"	.....	"
1874....	8	16	8 *0	.....	"	.....	"
1875....	4	8	4 *0	.....	"	.....	"
1876....	13	22	9 *4	.....	"	.....	"
1877....	18	31	13 *5	1877.	22	28	6 *16
1878....	17	32	15 *2	1878.	15	23	8 *7
1879....	12	29	17 †5	1879.	6	15	9 †3
1880....	19	33	14 *5	1880.	5	7	2 *3
1881....	9	17	8 *1	1881.	11	23	12 †1
1882....	16	31	15 *1	1882.	6	12	6 0
1883....	16	.....	25 †9	1883.	1	2	1 0
1884....	11	30	19 †8	1884.	8	13	5 *3
1885....	15	32	17 †2	1885.	8	16	8 0
	Incomplete average.		Incomplete average.				
	16)197	371	174 †24 *47 *23		9)82	139	57 *29 †4 *25
Av. Iss.	12.3	23.2	10.87	Av. Iss.	9.11	15.4	6.33
Or.	1.131	to	0.0		1.439	to	0.0

There is evidently a proportional law between the Colonies in the excess of the Masters over the junior rank, for if we take Dominion Issue for ten years up to the year 1881, we find—

Masters, .....	1190	Mates, .....	577
Average Issue ....	119	Average .....	57.5
Or .....	2,062	to	0.0

1885, Difference .....	1.131
* 1878, " .....	1.68
7 years.	.54

The Masters and Mates will be equal in Victoria in the years 1894 or 1895,

In this tabular form we find that after a period of sixteen years the Victoria issue is three times larger than St. John's after a period of nine years, but the principal additions to the list have been made after the sixth year of its existence.

The average issue is not so very much larger, being 3.2 Masters and 4.5 Mates, and it must be noticed that the proportional increase of the junior rank did not take place until nine years had elapsed, or at the same epoch in the history of the issue that Newfoundland has arrived at to-day.

It may be interesting to compare the issues, with regard to the age of the list, by shifting the Newfoundland issue of 1877 up to the Victoria of 1870, which will evidently give a better and more equitable view of the work of the two offices, accepting a period of nine years for results.

VICTORIA.				NEWFOUNDLAND.			
Year.	Masters.	Total.	Mates.	Year.	Masters.	Total.	Mates.
1870.....	8	13	5	1877.....	22	28	6
1871.....	13	17	4	1878.....	15	23	8
1872.....	11	11	0	1879.....	6	15	9
1873.....	7	8	1	1880.....	5	7	2
1874.....	8	16	8	1881.....	11	23	12
1875.....	4	8	4	1882.....	6	12	6
1876.....	13	22	9	1883.....	1	2	1
1877.....	18	31	13	1884.....	8	13	5
1878.....	17	32	15	1885.....	8	16	8
	9)99	158	9) 59		9) 82	139	9) 57
Av. Issue..	11.0	17.5	6.55	Av. Issue.	9.11	15.4	6.33
Above* or.	1.68	to	0.0	Or .....	1,439	to	0.0

It will be seen that there is a great similarity in the two issues at the same epoch of their history. The total issue is only nineteen seamen more than Newfoundland, of which seventeen are

masters and two mates ; but the average issue is very slightly in excess, and it is to this particular quantity that attention must be paid if any inferences may be permitted between the sister Colonies as to the prospective growth of their respective lists of certificated seamen.

It may be considered presumptuous to draw any comparison between Colonies so remote apart, geographically, financially, circumstantially ; yet it must be considered that these figures are just representations of the efforts of two countries to provide for their mercantile marine. The vessels may be vastly different in size and equipments, but the standard of education to be attained by the seamen satisfying the requirements of the trade of the Colony is the same.

From this single comparison it may be inferred that the competency list of certificated seamen is slowly fulfilling its requirements, and will eventually obtain an average issue commensurate with the necessities of the trade, but this desired result cannot be obtained for several years if the history of Victoria may be regarded as a fair example.

(Signed,)

GEO. ROBINSON.

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THE REPORT OF THE EXAMINER-IN-CHIEF.

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[COPY.]

ST. JOHN'S, NEWFOUNDLAND, }  
 January 20th, 1886. }

SIR,—

I have the honor to inform you that forty examinations for Certificates of Competency have been held in this port during the year 1885, which have been extended over a period of fifty-one days.



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Twenty-three seamen have presented themselves for examination. Of this number eight have obtained Masters Certificates, eight have received Certificates of Only Mate, and seven have failed to pass the necessary examination.

I beg leave to enclose the record of the Examiner for the twelve months ending on December 31st, 1885, which enters into a detailed statement of the examinations conducted in this port, and tabulated in accordance with form Exn. 14 of the Board of Trade.

I have also the honor to forward a List of Certificates of Competency and Service that have been cancelled or removed for any cause, during the year 1885; and a Statement of the position of the effective Lists of Competency and Service Seamen as compared with the report of last year.

I beg leave to enclose printed copies of the Rules and Regulations for carrying out an Act respecting Masters and Mates in Newfoundland, which has lately come into operation.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) **GEO. ROBINSON,**

The Honorable  
The Colonial Secretary,  
St. John's, Newfoundland.

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[COPY.]

ST. JOHN'S,

*Examiner's Record of Examinations for Masters and Mates during the*

Date.	Rotation No.	Christian and Surname of Applicant.	Country where Born.	No. and description of previous Certificate.
1885.				
Jan. 9, 10	257	Wm. Henry Whitely...	Bonne Esperance, Canada .....	{ None. ....
13, 14	258	Jenkin Jenkins.....	New Quay, Wales	None. ....
13, 14	259	William Harper .....	Colonnell, Scotland	Indenture; none
13, 14	260	Edward Murphy .....	Catalina, Nfld. ...	None .....
19, 20	261	John Toms Salt.....	Polperro, England	{ O. C. fore and aft., 86,505...
19, 20	262	David Gunnerson .....	Christiansand, Norway .....	O. M. 0,9365 ...
27, 28	263	Jenkin Jenkins .....	New Quay, Wales	None .....
27, 28	264	Willam Harper.....	Colonnell, Scotland	None .....
February 2, 3	265	John Thoms Salt .....	Polperro, England	{ O. C. fore and aft., 86,505
2, 3	266	Edwin James Giles ...	Carbonear, Nfld...	{ O. M., 105, June 10, 1882
19, 20	267	John Thoms Salt .....	Polperro, England	{ O. C. fore and aft., 86,505
March 10	268	Joseph Myrdon.....	Har. Grace, Nfld..	None .....
24, 25	269	Joseph Myrdon.....	Har. Grace, Nfld..	None .....
April 1, 2	270	Edward Tracey.....	St. John's, Nfld...	{ Service Master, 173 ...
8, 9	271	Louis Guillaume .....	Paris, France. ...	None .....
20	272	Chas. Duncan Parsons	Har. Grace, Nfld..	{ Service Mate, 141 .....
23, 24	273	Chas. Duncan Parsons	Har. Grace, Nfld..	Ditto.
30	274	Joseph Ferry.....	Jersey .....	None .....
May 1	275	Edwin James Giles ...	Carbonear, Nfld...	{ O. M. 105, June 10, 1882
7	276	Moses Parsons .....	Har. Grace, Nfld..	{ O. M. 96, Oct. 25, 1881.
7	277	Moses Parsons .....	Har. Grace, Nfld..	{ O. M. 96, Oct. 25, 1881
14, 15, 16	278	Edwin James Giles ...	Carbonear, Nfld...	{ O. M. 105, June 10, 1882
14, 15, 16	279	William Fitzgerald ...	Carbonear, Nfld...	{ O. M. 110, March 21, '83
21, 21	280	William Brown.....	Drontheim, Nor'y	None .....
June 23, 24	281	Arth. Wellesley Apsey	Carbonear, Nfld...	None .....

## NEWFOUNDLAND.

*Certificates of Competency for Foreign going Ships, held year 1885.*

Passed or Failed.	Rank for which Examined.	If failed in Navigation, whether from want of time.	Testimonials verified or not	If failed in previous Examination, when and where.	Remarks.	No. of Certificate.	Date of Certificate.
							1885.
Failed	O. M.	Scamanship ..	Imperfect	Feb. 26, '84	Not to be exam'd for 6 ms.		
Failed	O. M.	Navigation .	Yes .....	No.			
Failed	O. M.	Navigation .	Yes .....	No.			
Passed	O. M.	.....	Yes .....	Dec. 3,9,'84		126	Jan. 15
Failed	Master	Navigation .	Yes .....	No.			
Passed	Master	.....	Yes .....	No .....		127	Jan. 21
Failed	O. M.	Navigation .	Yes .....	Jan. 14, '85	2nd time.		
Failed	O. M.	Navigation .	Yes .....	Jan. 14, '85	2nd time.		
Failed	Master	Navigation .	Yes .....	Jan. 20, '85	2nd time.		
Failed	Master	Navigation .	Yes .....	No.			
Passed	Master	.....	Yes .....	Jan. 2, Feb. 3, '85		128	Feb. 21
Failed	O. M.	Navigation .	Yes .....	No.			
Passed	O. M.	.....	Yes .....	Mar. 10, '85		129	March 25
Passed	Master	.....	Yes .....	No .....		130	April 4
Passed	O. M.	.....	Yes .....	Ch., Oct. 31, '84		131	April 10
Failed	Master	.....	Yes .....	Jan. 9, Mar. 21, '83			
Passed	Master	.....	Yes .....	Apl. 20, '85		132	April 24
Failed	O. M.	Rule of Road.	Yes .....	Dec. 3,9,'84			
Failed	Master	Navigation .	Yes .....	Feb. 3, '85			
Failed	Master	Navigation .	Yes .....	No.			
Passed	Master	.....	Yes .....	May 7, '85		133	May 15
Passed	Master	.....	Yes .....	May 1, '85		134	May 16
Passed	Master	.....	Yes .....	No .....	{ Sent to Sea 3 months.	141	Dec. 23
Passed	O. M.	.....	Yes .....	No .....		135	May 25
Passed	O. M.	.....	Yes .....	No .....		136	June 24

[COPY.]

ST. JOHN'S,

*Examiner's Record of Examinations for Masters and Mates during the*

Date.	Rotation No.	Christian and Surname of Applicant.	Country where Born.	No. and description of previous Certificate.
1885.				
July 1, 2	282	August John .....	Stettin, Prussia ...	1 M. 3,914 .....
1, 2	283	Thomas Francis White	St. John's, Nfld...	{ O. M. 97, Jan. 27, 1882
9, 10	284	Thomas Francis White	Ditto .....	Ditto
28, 29	285	August John .....	Stettin, Prussia ...	1. M. 3,914 .....
August 20, 21	286	August John .....	Ditto .....	Ditto .....
20, 2	287	Edward Noel .....	Har. Grace, Nfld..	{ O. M. 103, Mar. 20, 1882
Sep. 24, 25, 26	288	Edward Noel .....	Ditto .....	Ditto
Oct. 28, 29	289	William Harper.....	Colonnel, Scotland	Indenture; none
28, 29	290	Josiah Gosse .....	Span. Bay, Nfld...	None .....
Nov. 10, 11	291	Josiah Gosse .....	Ditto .....	None .....
10, 11	292	William Harper .....	Colonnel, Scotland	Indenture; none
25, 26	293	Joseph Ephraim Chase	Bath, England ...	{ R. N. R. 68,353; none
25, 26	294	Joseph Fred. Morris...	Har. Grace, Nfld..	None .....
Dec. 17, 18	295	Joseph Fred. Morris...	Ditto .....	None .....
17, 17	296	Arthur Colton .....	Glasgow, Scotland	None .....

## NEWFOUNDLAND.

*Certificates of Competency for Foreign going Ships, held year 1885.*

Passed or Failed.	Rank for which Examined.	If failed in Navigation, whether from want of time.	Testimonials verified or not	If failed in previous Examination, when and where.	Remarks.	No. of Certificate.	Date of Certificate.
							1885.
Failed	Master	Navigation .	Yes .....	No.			
Failed	Master	In time .....	Yes .....	No.			
Passed	Master	.....	Yes .....	July 2, '85	.....	137	July 11
Failed	Master	Navigation .	Yes .....	July 2, '85	2nd time.		
Failed	Master	Rule of Road	Yes .....	July 29, '85	Not to be exam'd for 4 ms.		
Failed	Master	Navigation .	Yes .....	No.			
Failed	Master	In time .....	Yes .....	Aug. 21, '85	2nd time.		
Failed	O. M.	Navigation .	Yes .....	Jan. 28, '85			
Failed	O. M.	Navigation .	Yes .....	No.			
Passed	O. M.	.....	Yes .....	Oct. 29, '85	.....	139	Nov. 12
Passed	O. M.	.....	Yes .....	Oct. 29, '85	.....	138	Nov. 12
Passed	O. M.	.....	Yes .....	No .....	.....	140	Nov. 26
Failed	O. M.	Navigation .	Yes .....	No.			
Failed	O. M.	In time .....	Yes .....	Nov. 26, '85	2nd time.		
Failed	O. M.	{ Breaking Rule 41 . }	{ .....	.....	6 months.		

I hereby certify that the above is a true account of the Examinations in Navigation and Seamanship of the above-named applicants during the year 1885.

(Signed,) GEO. ROBINSON.

The Hon.  
The Colonial Secretary.

## NEWFOUNDLAND.

*A List of Certificates of Competency and Service that have been Cancelled or Renewed during the year 1885.*

No. of Certificate.	Name.	Rank.	Cause.
13	Robert Morrison .....	C.	D., Ayr, Scotland .. 30-12-'84
57	John Collins .....	C.	D, "Natrone." .....
75	Patrick Davis .....	O. M.	D., "Maranee." .. .. 4-'85
96	Moses Parsons .. .. .	O. M.	Passed for C. .... 15-5-'85
97	Thomas Francis White..	O. M.	Ditto. .... 11-7-'85
105	Edwin James Giles ....	O. M.	Ditto. .... 16-5-'85
110	William Fitzgerald ....	O. M.	Dit:o. .... 23-12-'85
72	Robert French .....	C.	Renewed .....
77	John Lacy Wilson .....	C.	Renewed .....

## CERTIFICATES OF SERVICE.

39	Henry Bailey .....	C.	D., Pernambuco .....
68	Mark Hennebury .....	C.	D., Labrador .....
85	William Doran .....	Mate.	D., "Rosevere" .....
99	William Joyce .....	C.	D., Carbonear.....
103	Andrew Power .....	Mate.	D. .... 30-5-85
134	James Woodford .....	C.	D. .... 6-84
141	Charles Duncan Parsons	Mate.	Passed for C..... 24-4-85
173	Edward Tracey.. .....	C.	Do. .... 4-4-85

(Signed,)

GEO. ROBINSON.

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A STATEMENT OF THE POSITION OF THE EFFECTIVE  
LISTS OF COMPETENCY AND SERVICE.

COMPETENCY.

*List of Competency Masters who are not engaged in the New-  
foundland Trade.*

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No. 14.—Daniel Brown .....	New York or U. S. A.
“ 30.—Alfred Brotherton .....	England.
“ 50.—Henry William Clunn .....	U. S. A. or Canada.
“ 99.—James Vigus .....	Halifax
“ 88.—John Milley .....	On shore in Customs Dep't.

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On December 31st, 1885, the Revised List consisted of .....	65 Masters & 25 Mates.
On December 31st, 1884, ditto .....	59 Masters & 22 Mates.

The increase of the List .....	<u>6 Masters &amp; 3 Mates.</u>
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In the year 1885, subtracting five Masters above mentioned, effective List .....	60 Masters & 25 Mates.
In December, 1884, ditto ditto .....	54 Masters & 21 Mates.

Increase of the Effective List .....	<u>6 Masters &amp; 4 Mates.</u>
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SERVICE.

There has been no addition to this List in the year 1885. Considerable difficulty exists in obtaining accurate information with regard to some of the seamen on this List.

Available Service List, 1884 .....	58 Masters & 33 Mates.
Available Service List, 1885 .....	53 Masters & 30 Mates.

Decrease of List .....	<u>5 Masters &amp; 3 Mates.</u>
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## RULES AND REGULATIONS

*Made by the Governor in Council, for carrying out an Act respecting Certificates to Masters and Mates, in Newfoundland.*

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## PRELIMINARY.

I.—It is provided in Act 38 Victoria, Cap. 4, that after the 31st December, 1876, no ships registered in Newfoundland over one hundred tons registered tonnage, shall go to sea from any port or place in this Colony on a voyage to any port or place out of Newfoundland or its Dependencies, save to the Dominion of Canada, unless the Master and first Mate, or only Mate thereof, have obtained valid Certificates of Competency or Service.

II.—The Preamble to Act 38 Vic., Cap. 4, states, whereas it is expedient to provide for the examination of persons intending to act as Masters and Mates on board ships registered in this Colony, and for granting Certificates of Competency and Service to such persons.

III.—Section 1, Act 38 Victoria, Cap. 4, provides that examinations shall be instituted in this Colony of persons who intend to become Masters or Mates of seagoing ships, provided that they shall produce proof that their previous service at sea has been such as is required by the regulations for the time being in force in the United Kingdom with respect to Certificates of the like grade. And the Governor in Council may appoint Examiners to conduct such examinations, and may from time to time lay down and make Rules for the conduct and regulation of such examinations.

## RULES AND REGULATIONS.

IV.—Candidates for examination must make their application upon Form Exn. 2, and all previous Certificates and testimonials should be left with the Examiner at least two days previous to the examination.



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V.—Testimonials of character and of sobriety, experience, ability and good conduct on board ship for at least the twelve months of service immediately preceding the date of application to be examined, will be required of all applicants, and without producing them no person will be examined.

VI.—Services of Seamen sailing in Newfoundland registered vessels that are not verified by the production of a Certificate of Discharge from the Shipping Master at St. John's, or the Sub-Collectors of the various Outports, must produce satisfactory documentary evidence, either from the Master he sailed with or the owners of the vessel he sailed in, stating the time he served at sea in each particular vessel and the capacity in which he served, but as a rule both these Certificates will be demanded.

VII.—Whenever a man has from any cause been regularly promoted on a vacancy in the course of the voyage from the rank in which he first shipped, such promotion and its date must be verified by a Certificate, either from the Master he sailed with or the owners of the vessel he sailed in, to enable him to receive credit for his service in a higher grade.

VIII.—Services of seamen engaged in prosecuting the sealing voyage in the months of March and April must be proved by a Certificate from the Master, stating that such seaman was actively employed in the navigation of the vessel during the period she was engaged on that voyage.

IX.—Service in the capacity of second, only or first Mate, in any vessel, must be proved by a Certificate of Discharge.

X.—Applicants for examination who have not served in Newfoundland registered vessels will be required to prove their service at sea in conformity with the regulations for the time being in force in the United Kingdom, provided that the proof of such service is verified to the satisfaction of the Examiner.

XI.—All candidates for Certificates of Competency must pass the examination in colors.

XII.—On the receipt of the Examiner's Certificate, Exn. 16, color blindness, and Exn. 2, the Colonial Secretary will require the payment of the following fees previous to any further examination, viz.: For a Certificate as Master, ten dollars; for a Certificate as Mate, five dollars; and in the event of any applicant failing to procure his Certificate of Qualification on his first examination, he will be entitled to a second examination without payment of any additional fee; but if he fail to procure his certificate of Qualification on such second examination, he shall pay the same fee previous to any subsequent examination, as is hereby required to be paid previous to a first examination for the Certificate he seeks to procure.

XIII.—All applicants for examination will be required to pay twenty cents previous to their examination in the Colour test.

The examination of a candidate for a Master's or Mate's Certificate will commence with the Colour test, and if he does not at the time of making application, hold a Certificate of Competency of any grade, and he should fail to distinguish correctly any one of the colours used in that test, he will not be allowed to present himself for examination in navigation and seamanship.

A candidate who fails to pass the test may be re-examined after the lapse of three months from the date of his first failure. If he fails a second time, he will be allowed a third trial at the expiration of another three months from the date of his second failure. A fresh fee must be paid at each succeeding examination.

A candidate who holds a Certificate of Competency, and who on presenting himself for examination for a Certificate of a higher grade, is unable to pass the colour test, will, notwithstanding, be permitted to proceed in the examination in navigation and seamanship for the Certificate of the higher grade.

Should he pass this examination, the following statement will be written on the face of the higher Certificate which may be granted to him, viz.: This Officer has failed to pass the examination in colors.

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Holders of Certificates which bear the statement of their having failed to pass in colours, and who may desire to be re-tested in colours, must obtain the special permission of the Board of Trade.

QUALIFICATIONS FOR CERTIFICATES OF COMPETENCY FOR A FOREIGN-GOING SHIP.

XIV.—AN ONLY OR FIRST MATE.—An Only Mate must be 19 years of age, and must have served five years at sea.

A first Mate must be 19 years of age, and must have served five years at sea, of which one year must have been as second or only Mate.

He must also prove that he has served at least one year in a square-rigged sailing vessel.

XV.—IN NAVIGATION, &C.—He must write a legible hand, and will be required to give in writing definitions of various astronomical and other terms used in navigation. He must have a competent knowledge of the first five rules of arithmetic, and the use of logarithms. He must be able to work a day's work complete, correcting the course for deviation, leeway and variation. He will be required to find the latitude by meridian, altitude of the Sun, and the difference of longitude from a given departure by parallel sailing; also to find the course and distance from one position to another by Mercator's method. He will be required to find the time of high water at a given Port, to observe and calculate the amplitude of the Sun, and to find the error of the ship's compass therefrom, and also the deviation, the variation being given. He must be able to find the daily rate of the Chronometer from error observed, and to find the longitude from altitude of the Sun the usual methods. He must understand the use of the sextant with its adjustment, and be able to observe with it, find the index error by the horizon, and read off and on the arc. He must also pass a satisfactory examination in the International Code of Signals.

In addition to the qualifications of second Mate above stated, he must be able to find the true bearing of the Sun, and error of

the ship's compass from an observed azimuth of the Sun, both from an altitude and also from the "Time Azimuth Tables," and with the variation given compute the deviation; to find the latitude from a single altitude of the Sun off the meridian, and to be able to use and adjust the sextant, and to find the index error by the Sun; and also to ascertain the true bearing of the Sun, and the ship's position by Sumner's method by projection. He must also be conversant with the use of Mercator's Chart, and be able to find on either a "True" or "Magnetic" Chart the course to steer, and the distance from one given position to another, and find the ship's position on the Chart from cross bearings of two objects; from two bearings of the same object; the course and distance between the bearings being given; and also the distance of ship from the object at the time of taking the second bearing.

He must also understand how to keep a ship's log book, and answer certain questions relating to cyclones or revolving storms.

XVI.—IN SEAMANSHIP, &c.—He must give satisfactory answers as to the stalling and running rigging of ships; as to bending, unbending, setting, reefing, taking in, and furling sail; as to sending masts and yards up and down, &c., &c.; as to the management of a ship when under canvas, and as to dunnaging and stowing cargo, &c. He must have a thorough knowledge of the rule of the road as regards both steamers and sailing vessels, their regulation lights, and fog and sound signals; and to be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must be able to mark and use the lead and log line. He must also understand the use and management of the rocket apparatus in the event of his vessel being stranded, and other questions of a like nature appertaining to the duties of the second Mate of a ship.

In addition to the above qualifications, a more extensive knowledge of seamanship will be required as to shifting large spars, rigging shears, taking lower masts in and out, how to moor and unmoor a ship, and to keep a clear anchor, to carry out an anchor, how to manage a ship in stormy weather, how to cast a

ship on a lee shore, how to secure masts in the event of an accident to the bowsprit, and how to rig purchases for getting heavy weights, anchors, machinery, &c., in and out. He must give satisfactory answers as to the ventilation of holds and the stowage of explosives. He must also know how to rig a sea anchor, and what means to apply to keep a vessel disabled or unmanageable out of the trough of the sea and lessen her lee drift; how to get the cast of deep sea lead in heavy weather; and answer any question appertaining to the duties of an only or first Mate which the Examiner may think necessary to put to him.

In addition to the above, he will be required to describe the effect of the screw race on the rudder, and the effect produced on the direction of the head of the ship by going (ahead) (astern) with a (right) (left) handed screw when the rudder is (ported) (starboarded.) How to turn a steamship short round. He must also understand the use and action of the sluices, and of the water ballast tanks, and the engine room telegraph, and questions of a like nature.

XVII.—A Master must be 21 years of age and have been six years at sea, of which one year must have been as first or only Mate in a foreign going ship and one year as second or only Mate. He must also prove that he has served at least one year in a square-rigged sailing vessel in the capacity of either Apprentice, Seaman, Mate, or Master.

XVIII.—IN NAVIGATION.—In addition to the qualifications required for a second, only and first Mate, he must be able to compute the latitude from the Meridian altitude of a Star, to find the magnetic bearing from equi-distant compass bearings, of any fixed object when at sea, and compute the deviation therefrom. He must construct a deviation curve upon a "Napier's" diagram, which will be furnished by the Examiner, and understand the practical application of the same, and give written answers to certain practical questions on the effect of the ship's iron upon the compasses, the method of determining the deviation, and compensating the same by magnets and soft iron. He will be required to find the course to steer by compass in order to counteract

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the effect of a given current, and find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart.

He will also be required to answer certain questions relating to cyclones or revolving storms.

XIX.—IN SEAMANSHIP.—In addition to the qualifications required of an only or first Mate, he must be able to construct jury-rudders for both wooden and iron vessels, and also rafts. He will be examined as to his resources for the preservation of the ship's crew in the event of wreck; as to the management of ships in heavy weather, and as to rescuing the crew of a disabled ship; as to steps to be taken when a ship is on her beam ends or in any danger or difficulty, or if disabled or unmanageable and on a lee shore, heaving a keel out, &c. He must explain the mode of procedure when placing ship in dry dock, directing repairs, and if putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge and the management of his crew, and as to penalties, and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship, and the law as to load line marks, and the entries and reports to be made respecting them. He will be questioned as to his knowledge of invoices, charter party, bills of lading, Lloyd's Agent, and as to the nature of bottomry, also bills of exchange, surveys, averages, &c., and must answer any other questions of a like nature which the Examiner may consider necessary to touch upon.

He will also be required to give satisfactory answers as to his knowledge of the management of steamships in heavy weather. How to utilize steam appliances in the event of fire, and the best arrangements for towing vessels under various circumstances; as to the methods of constructing jury rudders suitable for a screw steamship, and other questions of a like nature appertaining to the management of a steamship.

XX.—A Candidate possessing a Certificate “for fore-and-aft rigged vessels only,” and desiring to obtain an ordinary Certificate of the same grade, must prove that he has served at least one year in a square rigged vessel, and will be re-examined in both navigation and seamanship.

#### FAILURE.

XXI.—In all cases of failure the candidate must be examined *de novo*.

If a candidate fails in seamanship he will not be re-examined until after a lapse of six months.

XXII.—If he fails three times in navigation he will not be re-examined until after a lapse of three months from the date of the last failure.

XXIII.—If a candidate has failed in his examination, but the subjects in which he has failed are not included in the subjects required for a Certificate of a lower grade, he may, if he desires it, receive a Certificate of such lower grade.

XXIV.—No part, however, of the fee he has paid will be returned to him.

#### GENERAL INSTRUCTIONS.

XXV.—No person whatever shall be allowed in the examination Room but those whose duties require them to be present,

XXVI.—No instructors will be allowed on the premises.

Candidates should be so placed as to prevent one copying from the other, and no communication whatever between the candidates should be allowed.

XXVII.—Candidates will not be allowed to leave the premises while the examination is proceeding.

XXVIII.—The examination papers will be issued to the candidates in half sheets only, and one at a time. When the errors are not too numerous the incorrect problems may be returned to the

candidate for correction. Should, however, the problem be returned to the Examiner the second time incorrect, this would be a failure, as the time allowed is considered ample for working out the papers carefully.

XXIX.--In using the definition paper Exn. 4 a the Examiner will place a mark against the numbers selected, and not less than 10 questions should be asked. The candidate will then write against the question his definition of the terms in a clear legible hand. Attention should be paid to the spelling and writing of candidates.

XXX.--In the questions on deviation of the Compass, Exn. 7, the Examiner will indicate by a mark against at least twelve of the questions for answers, and those indicated must be correctly answered. The candidate will be furnished with sheets of blank ruled paper, with instructions that he is to write only on one side of the paper and to answer each of the questions against which a mark is placed, in a clear and legible hand, and to commence each answer by writing down the number of the question on the side, where a margin should be left for that purpose.

In answering question 19, besides giving a full explanation in writing, the candidates will be required to illustrate by diagrams how the poles of the magnets are placed with regard to the Compass needle for correcting the semicircular deviation as well as the heeling error, and also how the soft iron should be placed for correcting the quadrantal deviation.

XXXI.—Particular attention should be paid to the adjustment of the sextant, and the written answers should be given on ruled paper. Every candidate should have a practical knowledge of the first three adjustments, and be able to read correctly off and on the arc.

XXXII.—All minor corrections should appear in the margin of each problem paper, and also on the chart papers Exn. 9 C. and Exn. 9 D.



XXXIII.—The candidates will be allowed to work out the various problems according to the method and the tables they have been accustomed to use.

THE TIME ALLOWED TO PASS.

XXXIV.—Candidates for only and first Mates' Certificates must complete the whole of their examination in navigation in twelve and a half hours, including the time allowed for the papers on the adjustment of the sextant, and the Chart, Sumner's method, working both altitudes, questions relating to cyclones, and for the correction of all errors and oversights, but the nautical problems on form Exn. 4, Exn. 5, and Exn. 6, must be completed within six hours and without the candidate leaving the premises.

XXXV.—Candidates for Master's Certificates must complete the whole of their examination in navigation in 15 hours, including the time allowed for the papers on the sextant, the chart, the compass deviation, Sumner's method, working both altitudes, questions relating to cyclones, and for the correction of all errors and oversights; but the nautical problems on forms Exn. 4, Exn. 5 and Exn. 6, must be completed within 6 hours, and without the candidate leaving the premises.

XXXVI.—The Sumner's problem (Exn. 6 a) will not be given out to any grade the first day of the examination.

XXXVII.—Punctually at the expiration of the prescribed time all the papers will be called up whether completed or not, and if not completed the candidate will be declared to have failed unless the Examiner see fit to lengthen the period in any special case, when the reasons for lengthening the period must be reported to the Colonial Secretary.

NOTICE TO CANDIDATES.

XXXVIII.—Candidates are required to appear at the examination room punctually at Ten o'clock.

XXXIX.—Candidates are prohibited from bringing into the examination room, books, paper or memoranda of any kind. Any

infringement of this regulation will subject the offender to all the penalties of a failure, and he will not be allowed to present himself for re-examination for a period of three months.

XL.—In the event of any candidate being detected in defacing, blotting, writing in, or otherwise injuring any book or books belonging to the Examiner's Office, the papers of such candidate will be retained until the book is replaced by him, but he will not be permitted to remove the damaged book.

XLI.—In the event of any candidate being discovered referring to any book or memoranda, copying from another, or affording any assistance or giving any information to another during the time of examination, he will subject himself to all the penalties of a failure, and will not be allowed to be examined for a period of six months.

XLII.—No candidate will be allowed to work out his problems on a slate or waste paper.

XLIII.—No candidate will be permitted to leave the Room until he has given up the paper on which he is engaged.

XLIV.—Candidates will be required to correct the declination and other elements from the Nautical Almanac by the hourly differences. Corrections by inspection from tables given in some works on navigation (Norie IX., XI, and XXI,) will not be allowed.

XLV.—Candidates are expected to work out their answers to all problems to within or not to exceed a margin of one mile of position from a correct result, with the exception of the ship's position by "Sumner's" method, where a margin of  $2\frac{1}{2}$  miles may be allowed.

XLVI.—In finding the longitude by Chronometer, the logarithms used in finding the hour and angle should be taken out for seconds of arc.

XLVII.—Any candidate who may be guilty of insolence to the Examiner, or of misconduct, will render himself liable to the postponement of his examination, or if he has passed, to the detention of his Certificate for such period as the Governor in Council may think fit to direct.

**No. 21.****Report of Commander Robinson, R. N., Harbor  
Master, for 1885.**

ST. JOHN'S, NEWFOUNDLAND, }  
23rd February, 1886. }

SIR,—

I have the honor to forward to you a Report on the following subjects, in connection with the Harbor of St. John's, viz. :—

1. The Mooring of Small Schooners.
2. Soundings in the Harbor.
3. Rock Bottom in the Middle of the Harbor.
4. A Beacon on the Prosser Rock.

With regard to the Beacon, that I beg leave to propose placing on this shoal and dangerous rock which reaches out into the fairway of the Narrows, I would most respectfully draw the attention of the Government to the desirability of marking this shoal in some form ; and in so doing, I venture to suggest a structure that can be utilized for the purpose of lighting the dangerous shoals on the South side of the Narrows, which I venture to think will be found of great service to all vessels approaching or leaving St. John's by night or by day. It may be regarded as the salient point of all the dangers in our narrow approach, and as such I would respectfully submit it to the favourable consideration of the Government.

It is probable that at no distant period the lighting of the Narrows will be considered ; it is with this object in view that the subject is brought forward and not for the purpose of immediate action in a structure that will evidently be costly to erect as compared with other beacons ; but I would respectfully suggest that a buoy or temporary beacon be erected on this rock during the summer, so that the value of such a mark may be determined before proceeding any further in the matter.

I have the honor to be, Sir,

Your obedient Servant,

(Signed,) GEO. ROBINSON.

The Hon'ble  
The Colonial Secretary.

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REPORT OF THE HARBOR MASTER ON THE FOLLOWING SUBJECTS:—

1. The Mooring of small Schooners.
2. Soundings in the Harbor.
3. Rock bottom in the Middle of the Harbor.
4. The Beacon on the Prosser Rock.

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THE MOORING OF SMALL SCHOONERS IN THE HARBOR DURING THE WINTER MONTHS.

During the month of January, 1885, ten vessels were moved from the Northern side of the Harbour, in order to clear a fairway to the Wharves and premises above Meress. Bowring Bros., and during the present year an equal number of vessels have been moved to give access to the various premises. There are two causes which render the anchorage of vessels in the most sheltered and secure part of the harbor objectionable; the first is the result of the contracted space; when the harbor freezes, the groups of these vessels retain the ice in the Spring and so obstruct the free navigation of the harbor at a season of the year when it is most desirable to cross and recross the harbor.

The second is the size of the vessels which are navigating that portion of the Harbor during the Spring. Constant complaints have been made as to the mooring of these vessels, and opportunity has been taken to inquire into the expense and risk incurred by owners of these vessels anchoring in this portion of the harbor; and it is certain that the cost of repairs to the craft after the Spring in many cases exceeds the expense of hauling in to the shore, which may now be estimated at from two to four pounds.

In some cases the vessels have filled and been lifted, and towed on to some beach; in others, bulwarks and staunchons have been carried away, and other serious damage done to the vessels

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owing to collision, so that it cannot be considered a desirable situation to lay up a vessel.

The objection to mooring these vessels below the premises of Messrs. Bowring Brothers is, first, the increased depth of water; secondly, the loss of shelter from the strong breezes; and thirdly, the danger of being carried down by the ice. This last danger may be considered as the most important.

In a previous Report on this subject, it was proposed to lay down moorings for these vessels, but the position assigned to it is now occupied by the dredged channel to the Dock, and it may be questioned if permanent moorings in the busy portion of the harbor would be an advantage to the general traffic, or otherwise.

The objection to permanent moorings in a harbor like St. John's would be the liability of vessels fouling the chains, which would mean delay and expense, as, if the heavy chains were hooked, the cable must be slipped, or the gang lifted, the moorings would be buoyed and vessels warned, but that would be insufficient in a crowded harbor.

The same causes which operate against the vessels anchored in the upper part of the harbor, would be magnified in extent lower down, unless advantage be taken of some foreshore of the harbor which is not frequented at present, or not used; for the harbor space where it is most valuable would be limited in extent by the area of moorings which must be regarded as considerable in this small harbor, if any number of vessels are to be accommodated, and not much less than Twenty moorings would satisfy the requirements of the case. But a group of eight or ten vessels frozen together at their moorings in a central position in the harbor, might cause much more damage and expense if carried away by the ice in the spring, than any individual case of collision, as the gang-moorings, if not broken by the strain, would become entangled when the vessels reached the deep-water, and cause considerable expense to replace in their former position.

Drawings have been made and forwarded of those fore-shores which might be considered applicable for this purpose; but both

situations are open to serious objections for the purpose of mooring small vessels.

The Coast between Waldegrave-battery and the Railway cutting is exposed to the West wind and one mile and a quarter drift of sea, and the water is deep; a schooner of about 100 tons has been moored off the Railway Point for some months as a Rag and Junk depot, but very few of the vessels it is intended to consider approach her tonnage, she has taken up the best berth with regard to depth of water.

The sea from the Narrows would be much broken before it reached this position, but the undertow would be felt. During the time that the ice was breaking up it may be probable that the group of vessels would retain a sufficient quantity to break the force of any sheets blown into the cove, but it is evidently exposed to the whole drift of the harbor.

The coast between Messrs. Baine, Johnson's South Side premises and point appears to be a more desirable situation in many respects; there is no sea, no undertow, and not so much drift of sea, but the great depth of water is a serious drawback, as it becomes difficult to lighten the strain on the vessels from the moorings.

The principal drawback to this position is the breaking up of the Harbor ice, which is said to draw into this part of the coast with the N. W. wind. To what extent this would affect vessels inside the line of the South Side breastwork, it is difficult to say, as no vessels remain here during the winter, but the flakes and stages do not appear to have suffered much injury.

The cost of a gang of moorings in this deep water would probably exceed £350, but in a moderate depth the cost would be much reduced; the hire of the shore for quarter chains is not considered.

Under these circumstances it will be unadvisable to offer any suggestion as to a locality that would be convenient for mooring these vessels, and at the same time approved of by the owners; the least objectionable course to pursue until the harbor is dred-

ged above the Long bridge, so as to permit the vessels to lay up out of the traffic, is to carry out the Act with regard to a care-taker and a bright light, Section 2 of the Harbor Regulations, a Section of the Act that has not been considered applicable to the winter season by the Harbor Master, but is not limited in the Act to any period, provided that the Harbor Master's special exemption is obtained.

If it is made a necessity to obtain this exemption, then the owners of these vessels will have to apply to the office before mooring for the winter, which is evidently a necessity, as a number of these vessels belong to Outharbors and have no responsible person to look after them; many have no name on them, and it has been found in some instances difficult to find out to whom they belong, and others are not properly moored; these cases would be all covered by application to the Harbor Master; provided that the duties were clearly set forth in the Act, or by some public notice, as it may be questioned if the Act entirely covers these necessary provisions.

Provision will be required for—

- 1st. A responsible care-taker whose name and address should be left at the Harbor Master's office.
- 2nd. The name of every vessel to be painted on her stern or quarter.
- 3rd. Any vessel mooring for the winter in St. John's harbor will be required to record her name, tonnage, owner, and care-taker in a book kept for the purpose at the office of the Harbor Master, in order to obtain exemption from Section Two of the Harbor Master's Regulations.

In effect this is providing a rule to carry out a particular Section of the Act. The vessels would not be permitted to moor in the fairways on either side of the harbor; by this rule considerable expense would be saved in the matter of mooring the vessels, and it may be considered that a number of small vessels are safer at their own cables than moored in a tier, although this

system does take up less room ; yet in this particular port it may be questioned if that advantage is not open to greater disadvantages in consequence of the ice.

#### SOUNDINGS IN THE UPPER PORTION OF THE HARBOR.

The upper portion of the Harbor was sounded in June and the same lines examined again in October.

It appears from the Sounding Sheets herewith forwarded, that a middle bank is rising between J. & W. Stewart's lower premises and McDougal's South Side store, but it is at present of little importance. The lines will be carefully gone over again at a later date, when the bottom will have settled, and the result forwarded at once to the Colonial Secretary.

From test lines run across the harbor, it appears that the Soundings have decreased about three feet from Walter Grieve and Co's premises to Harvey & Co's upper wharf during the last few years, and this shoaling reaches half way across the harbor.

#### ROCK BOTTOM IN MIDDLE OF THE HARBOR.

From information received from the officers of Her Majesty's Ships anchored in the middle of the Harbor, on a line drawn between Harvey and Co's western wharf and Stephens' Coal Store on the South Side of the harbor, examination has been made with regard to the nature of the bottom with a deep sea lead well armed at every cast, and it confirms the report of the officers that the bottom is rocky in spots.

The officers reported that they anchored in a mud bottom, but the grinding of the cable over the bottom told them that the rock was close to the surface of the mud.

In examining the bottom with the lead, hard bottom with gravel was obtained one cast, and a few feet distant deep mud, which would not occur if the bottom had been gravel.

In the Admiralty Sheet of this Harbor it is marked seven fathoms mud close to the anchor placed on the chart.



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These Soundings have been forwarded to the Hydrographer on the Revised Sheet of this Harbor.

#### A BEACON ON THE PROSSER ROCK.

The Prosser Rock extends two hundred feet from the extreme rocks of Cahill's Point; it has 5 feet (five) on the position where it is proposed to place the beacon, but six feet is the average depth at low water, and ten feet at high water. During the past year seven vessels have been seen on shore on this rock, and, no doubt, many more have grounded without being noticed; but the principal reason for placing a beacon on this rock is to enable vessels working in, or sailing in or out, to clear the rocky ledge inside the Pancake, as well as being able to make bold with the Prosser.

It will be found a great assistance to vessels passing one another in the Narrows, and simplify navigation into the harbor.

A staff and ball supported by three legs would satisfy the requirements of ordinary harbors, but the ice of one winter would destroy such a mark. It has, therefore, been requisite to enquire what might be the most inexpensive beacon to erect commensurate with the strain that it is likely to be subjected to. The proposed beacon would be improved by being one foot higher, but it would add considerably to the cost as the base would require to be enlarged.

The staff and ball would be taken down in the winter so that the ice might raft over it without injury.

**No. 22.****Report of A. M. Mackay, Esq., on Telegraph Extension, 1885.**

St. JOHN'S,  
5th February, 1886. }

SIR,—

Herewith you have accounts shewing cost of Telegraph Lines to Twillingate and Burin, the former being connected by a new wire from Shoal Harbor with a branch to Greenspond, and the latter by a wire from Long Harbor, Fortune Bay, to Burin and Grand Bank. The distance from Shoal Harbor to Twillingate, including the Greenspond branch, is one hundred and ninety miles, and the distance from Long Harbor to Grand Bank is one hundred and sixty miles. The former work cost \$22,071.68, or one hundred and sixteen dollars per mile, (\$116), whilst the Burin line cost \$23,008.97, or one hundred and forty-three dollars and eighty cents per mile, (\$143.80), and the average cost of the whole work on both lines will be found to be (\$128.80) one hundred and twenty-eight dollars and eighty cents per mile, but this amount includes a charge of about \$4,150 for cables across three different channels, so that the cost of the land lines is reduced to \$114 per mile, or six dollars per mile less than the cost of lines in the United States and Canada.

The sums above-mentioned include full equipment for instruments and batteries as well.

Several circumstances contributed to the cheapness of cost of this work. In the first place, by attacking it the winter previous to constructing, a large amount of transporting work was done at a small cost, the markets also for provisions, wire, and all material were unusually advantageous.

The different narrow passages crossed by cable used up four and one-half ( $4\frac{1}{2}$ ) nautical miles out of the five (5) knots purchased

from the A. A. Company, so that there is remaining available for repairs at any time about half a mile ( $\frac{1}{2}$ ).

I have also on hand some worn tents, and some steel and shovels which I thought better not to sell, but hold them subject to the order of the Government in the event of their being required the coming summer for any road or other work.

Your obedient Servant,

(Signed,) A. M. MACKAY.

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**No. 23.**

**Report of Mr. Thomas Brien, Inspector of Weights and Measures, 1885.**

St. JOHN'S, }  
January 1st, 1886. }

SIR,—

I have the honor to forward, for the information of the Government, the following returns of Weights and Measures inspected and adjusted by me for the past year, 1885, both Wholesale and Retail, with the necessary adjustment where required.

My attention was also given during the year to the sale of coal by weight. According to the Statute, being careful in every case that the Act was complied with, and heard no complaints from purchasers of that article, which enters so largely into consumption by the people.

All vessels arriving from Nova Scotia and Prince Edward Island and other places with produce, such as potatoes, turnips and oats, had my attention given to them from time to time during the sale and discharging of their cargoes, to see that the weights

and measures used were those prescribed by the Act, and in no instance did I find any violation of it nor any complaint made by purchasers. Fresh meats imported from the above places being weighed after arrival and previous to sale have given the utmost satisfaction to buyers of that article, the importers in every case manifesting a desire to comply with the terms of the Act in regard to those articles, which secures to the purchasers the exact weight of meat purchased, which, in almost every case, quarters of beef, carcasses of mutton and pork, lose to the extent of several pounds from the time of shipment till disposed of in the market.

Butter, which was formerly weighed at port of shipment, is frequently short in weight owing to too small a tare being allowed on the packages, but now it is all re-weighed and marked by the Inspector, thus securing to the purchasers the full weight of the article purchased.

In regard to all other articles coming under the Weight and Measure Act, I am not aware of any complaints being in existence, as no doubt the knowledge to shippers of these articles of the Act being in operation here, has caused them to exercise more care than formerly.

I hereby annex a return of all beams, scales, weights, and measures inspected and adjusted by me for the year.

The fees for such adjustment amounting to the sum of \$426.60.

660 Beams and Scales

1884 Weights of 2 lb. and upwards.

1432 Weights of 1 lb. and under.

943 Liquid and Dry Measures.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

THOS. BRIEN.

## No. 24.

**Financial Statement of the Affairs of the Colony of  
Newfoundland, for the year 1886.**

**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	.....	1,200 00	
			<u>\$14,701 00</u>

**COLONIAL SECRETARY'S OFFICE.**

The Colonial Secretary	.....	2,400 00	
First Clerk	.....	1,124 00	
Second Clerk	.....	1,000 00	
Office-keeper	.....	420 00	
			<u>4,944 00</u>

**RECEIVER GENERAL'S OFFICE.**

The Receiver-General	..	2,400 00	
Clerk	..	1,300 00	
			<u>3,700 00</u>

**CUSTOMS' DEPARTMENT.**

The Assistant Collector	.....	1,600 00	
Landing and Tide Surveyor	.....	1,300 00	
First Landing Waiter	..	1,100 00	
Second ditto	..	1,000 00	
Third ditto	..	950 00	
Examining Officer	..	900 00	
First Clerk and Warehouse-keeper	....	1,100 00	
Second Clerk	....	900 00	
Third Clerk	....	800 00	
Fourth Clerk	....	700 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
Non-official members of Board of Revenue			231 00
Two Lockers	.....	.....	900 00
Tidewaiters and Boatmen, including Harbor Grace	.....	.....	17,500 00
Housekeeper	.....	.....	185 00
Incidentals	.....	.....	6,000 00
Fuel and Light	.....	.....	400 00
Labrador Revenue Cruizer	.....	.....	2,000 00

## SUB-COLLECTORS.

Labrador, East Coast, with 5 per cent. on duties	.....	.....	750 00
Blanc Sablon, with 10 per cent. on duties			231 00
Little Bay, with 2½ per cent. on duties.			690 00
Twillingate, ditto ditto			690 00
Fogo, ditto ditto			690 00
Greenspond ditto ditto			690 00
Trinity ditto ditto			800 00
Carbonear ditto ditto			690 00
Hr. Grace, (not to exceed \$1,182) ditto.			739 00
Landing Waiter and Clerk at Hr. Grace			600 00
Brigus, with 2½ per cent. on duties	.....	.....	690 00
La Manche and Oderin, with 2½ per cent. on duties	.....	.....	462 00
Burin, with 2½ per cent. on duties	.....	.....	690 00
Lamalaine, with 2½ per cent. on duties..			550 00
Bay-de-Nord and English Harbor, with 2½ per cent. on duties	.....	.....	462 00
Harbor Briton, with 2½ per cent. on duties ..	.....	.....	462 00
Gaultois, with 2½ per cent. on duties ..			550 00
Pushthrough, ditto ..			462 00
La Poile, ditto ..			690 00

Channel, with 2½ per cent. on duties ..	\$462 00
St. George's Bay, ditto ..	400 00
Bay of Islands, ditto ..	400 00
Bonne Bay, ditto ..	400 00
Flower's Cove, ditto ..	400 00

## PREVENTIVE OFFICERS.

King's Cove, with 10 per cent. on duties	231 00
Catalina, ditto .....	231 00
Heart's Content, ditto .....	100 00
Bay Roberts, ditto .....	300 00
Holyrood, with 20 per cent. on duties ..	100 00
Bay Bulls, with 10 per cent. on duties .	231 00
Ferryland, ditto .....	231 00
Renews, with 20 per cent. on duties ..	100 00
Trepassey, with 10 per cent. on duties .	281 00
St. Mary's, ditto .....	231 00
Placentia, ditto .....	231 00
Little Placentia, ditto .....	231 00
St. Lawrence, ditto .....	281 00
Fortune, ditto .....	281 00
Grand Bank, ditto .....	231 00
Burgeo, ditto .....	231 00
Rose Blanche, ditto .....	281 00
Codroy, ditto .....	120 00
St. Anthony, ditto .....	200 00
LaSeie, ditto .....	200 00
Nipper's Harbor, ditto .....	220 00
Percentage on duties to Outport Officers	5,000 00
	\$62,290 00

## FINANCIAL DEPARTMENT.

The Financial Secretary .....	1,662 00
Clerk in the Financial Secretary's Office	1,000 00
	2,662 00

## AUDITOR OF PUBLIC ACCOUNTS.

The Auditor .....	1,000 00
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## BOARD OF WORKS.

The Chairman	.....	.....	\$2,000 00
The Secretary	.....	.....	924 00
The Book-keeper	.. ...	.....	1,200 00
The Assistant Clerk	....	.....	600 00
Inspector Public Buildings and Light-houses	.....	.....	1,200 00
Clerk to Inspector Public Buildings and Lighthouses	.....	.....	800 00
Messenger	.....	.....	300 00
Members of Board of Works (4)	.....	.....	800 00
		-----	\$7,824 00

## COLONIAL BUILDING.

The Keeper	.....	.....	\$300 00
Fuel and Light	.....	.....	850 00
		-----	\$1,150 00

## LEGISLATIVE CONTINGENCIES.

Estimated amount	.....	.....	\$35,000 00
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## CROWN LANDS.

The Surveyor General	..	.....	\$2,400 00
Geological and Topographical Surveyor		.....	1,200 00
Keeper of Museum	.....	.....	300 00
Surveyor and Civil Engineer		.....	1,124 00
First Clerk	.	.....	1,124 00
Second Clerk		.....	900 00
Third Clerk		.....	600 00
Three Junior Clerks	....	.....	840 00
Messenger		.....	286 00
Land Surveys	.....	.....	5,000 00
		-----	\$13,774 00

## GOVERNMENT ENGINEER.

The Government Engineer		.....	2,400 00
Clerk	.....	.....	280 00
		-----	\$2,680 00



## JUDICIAL DEPARTMENT.

The Chief Justice .....	\$5,000 00
Two Assistant Judges ..	8,000 00
Attorney General .....	2,400 00
Solicitor General .....	1,200 00
Sheriff Central District ..	1,385 00
Sheriff Northern District .	1,385 00
Sheriff Southern District .	923 00
Bailiff Central District & Keeper Court House ... ..	650 00
Chief Clerk and Registrar, Supreme Court .... .	1,800 00
First Clerk in Chief Clerk and Regis- trar's Office .....	800 00
Second Clerk in Chief Clerk and Regis- trar's Office .....	400 00
Stationery for Registrar's Office .....	93 00
Crier and Tipstaff, St. John's .....	400 00
Crown Prosecutions.....	6,000 00
Magisterial Enquiries ....	400 00
Circuit of Judges and hire of Steamers	5,500 00
	\$36,337 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
Newfoundland Constabulary .....	53,000 00
Governor of Penitentiary .....	900 00
First Turnkey .....	320 00
Second Turnkey .....	320 00
Two Assistants, St. John's .....	540 00
Keeper of Court House, Harbor Grace	50 00

## OUTPORTS.

23 Magistrates, 3 Clerks of the Peace, 11 Gaolers, 27 Constables,	} As per Detail- ed Statement.	\$21,480 00	
			<u>\$84,580 00</u>

## COURT HOUSES AND GAOLS.

Supplies .....	\$10,000 00
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## FERRIES.

Estimated amount for this Service .....	\$5,096 00
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## POSTAL DEPARTMENT.

Estimated amount for this Service .....	\$53,000 00
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## REPAIRS PUBLIC BUILDINGS.

Repairs, St. John's Court House and Penitentiary .....	\$1,400 00
Penitentiary, to finish alterations now in progress .....	1,200 00
Repairs, Outport Court Houses and Gaols ..	2,000 00
Repairs, Lunatic Asylum .....	1,300 00
“ Poor Asylum ..	1,000 00
“ St. John's Hospital, Quidi Vidi	1,200 00
“ St. John's Custom House ....	500 00
“ Colonial Building .....	1,000 00
To finish Fences around Colonial Build- ing ..	600 00
Repairs, Block House .....	200 00
“ Drill Shed .....	100 00
“ Imperial Property .....	1,200 00
“ Kerosene Oil Store ..	100 00
“ Custom House, Harbor Grace ..	100 00
“ Government House .....	4,000 00
	<u>\$15,900 00</u>

## INTEREST ON PUBLIC DEBT.

Amount of Debenture Public Debt, \$2,047,297.82, interest payable half- yearly .. .. .	\$94,075 22
Amount of Telegraph Loan, \$102,300, on interest from Fishery Award ..	4,603 50
	\$98,678 72

## STEAM SUBSIDIES.

Winter Service to Halifax .. . . .	\$18,720 00
Ocean Steam to and from Liverpool, &c.	57,600 00
	\$76,320 00
Coastal Steam to South, West and North	56,000 00
Coastal Steam to Labrador .. . . .	9,000 00
	\$141,320 00

## RELIEF OF POOR.

The Commissioner .. . . .	\$1,385 00
Inspector .. .. .	800 00
Assistant .. .. .	300 00
District Surgeon, St. John's .. . . .	925 00
Gaol Surgeon, Conception Bay .. . . .	139 00
District Surgeon, Conception Bay .. . . .	462 00
Physician, Lunatic Asylum .. . . .	1,385 00
Resident Physician, St. John's Hospital	2,000 00
Attendant Physician, St. John's Hospital	400 00
Keeper of Poor Asylum .. . . .	277 00
Permanent and Casual Poor .. . . .	120,000 00
Servants and Paupers, Poor Asylum ..	9,000 00
Servants and Paupers, Lunatic Asylum	20,000 00
Servants & Paupers, St. John's Hospital	9,500 00
Shipwrecked Crews .. . . .	3,000 00
	\$169,573 00

## PENSIONS.

Widow Chancey .. . . .	\$185 00
Widow Buckley .. . . .	116 00

G. H. Emerson, late Master-in-Chancery and Clerk in Legislative Council ..	\$1,616 00
Harriet Oke .....	200 00
Miss Solomon .....	231 00
Joseph Crowdy, late Clerk in Colonial Secretary's office .....	924 00
Sir Bryan Robinson, late Judge Su- preme Court .....	2,667 00
Sir Hugh Hoyles, late Chief Justice ..	2,880 00
	<u>          </u>
	\$8,819 00

## EDUCATION.

Estimated amount for this service ....	\$119,000 00
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## 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
	<u>          </u>
	\$948 00

## BLOCK HOUSE, SIGNAL STATION.

Two men's salaries, \$200 and \$220 .....	\$420 00
Fuel and Light .....	70 00
Chronometer Time .....	100 00
	<u>          </u>
	\$590 00

## ROADS AND BRIDGES.

Estimated amount for this service ....	\$120,000 00
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## MISCELLANEOUS.

Printing and Stationery ..	\$8,000 00
Postages, Telegrams and Incidentals ..	2,000 00
Insurance on Public Buildings .....	3,000 00
Unforeseen Contingencies .	2,500 00
St. John's Gas Company ..	2,400 00
Harbor Grace Gas Company .....	500 00
Dorcas Society, St. John's .....	231 00
Ditto Harbor Grace .....	120 00
Ditto Carbonear .....	116 00

St. John's Factory .....	\$462 00
Orphan Asylum, Industrial Department	231 00
Ladies St. Vincent de Paul Society, St. John's ..	231 00
Ladies St. Vincent de Paul Society, Hr. Grace ..	120 00
General Protestant Industrial Society, St. John's .....	462 00
Agricultural Grant, (General) .....	1,700 00
Agricultural Grant, (Conception Bay) .	462 00
Keeper Half-way House, Salmonier ..	162 00
Repairs of Town Clock, and attendance on Clocks in Public Offices .....	200 00
Inspector of Weights and Measures ..	93 00
Special Votes for Public Works .....	36,000 00
Chief Examiner of Masters and Mates, and Harbor Master .....	1,920 00
Assistant Examiners and Boat hire....	400 00
To encourage Instructors of Masters and Mates .....	200 00
To encourage Ship Building .....	9,000 00
Protection of Western Herring Fishery	2,500 00
To educate Deaf and Dumb .....	500 00
Wolf Act .. .. .	100 00
Board of Health and Quarantine Act..	1,000 00
Registration of Jurors .. .. .	350 00
Maintenance of Telegraph Lines.....	5,000 00
Maintenance of General Lighthouses..	47,500 00
Rent of Public Offices, Athenæum ....	980 00
Railway Subsidy .....	45,000 00
To encourage Home Industries . . . .	9,000 00
Public Debt, repayable in 1886, under St John's Rebuilding Act .....	989 00
Refitting Museum . . . . .	500 00
For alterations and additions on Queen's Wharf, to increase Customs' accommodation .....	3,000 00
For new Fence, Penitentiary .....	1,600 00

Medical attendance on Labrador Coast.	\$800 00	
For the Auditors of Public Accounts..	1,200 00	
Fish Hatcheries .....	7,000 00	
Twillingate Hospital .....	1,200 00	
Carbonear Custom House and Post Office	1,500 00	
Clerk to Premier .....	300 00	
		<u>\$200,529 00</u>
		<u>\$1,214,094 72</u>
Balance in favor of Colony on December 31st, 1886 .....		\$4,786 28
		<u>\$1,218,881 00</u>

## ESTIMATED REVENUE, 1886.

Customs, including Labrador and West Coast .....	\$1,115,000 00
Postal .. .. .	25,000 00
Crown Lands .....	3,000 00
Licenses .....	2,000 00
Miscellaneous sources.. .. .	5,000 00
Sewerage, account of Interest .....	3,461 00
Estimated Harbor Master's dues and Examiner's fees .. .. .	1,900 00
Interest on Fishery Award .....	16,000 00
Estimated amount of Light Dues .. .. .	30,000 00
Rent of Dock .....	15,000 00
Interest on Debt due by Railway Company .....	2,520 00
	<u>\$1,218,881 00</u>

J. L. NOONAN,  
Acting Receiver General.

## No. 25.

**Statement shewing the aggregate amount of the Public Debt of the Colony of Newfoundland on the 31st day of December, 1885, and the years in which the several portions of it are repayable.**

Amount Consolidated under Act 22nd Vic., Cap. 16				\$19,666 22
Ditto	ditto	23rd	" 12	1,153 85
Ditto	ditto	28th	" 18	97,000 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
Am't Consolidated under Con. Stat., Cap. 61, Title 17				40,000 00
Amount Consolidated under Act 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
Ditto	ditto	45th	" 20	36,500 00
Ditto	ditto	46th	" 22	50,000 00
Ditto	ditto	46 & 47 V., C. 5 & 4		600,000 00
				<hr/>
				\$1,757,542 71
Amount repayable in the year 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		7,475 03
Ditto	ditto	1893		2,235 80
Ditto	ditto	1895		978 00
Ditto	ditto	1908		12,000 00
Ditto	ditto	1917		145,000 00
				<hr/>
				\$2,047,297 52
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/>
				\$2,149,597 52

J. L. NOONAN,  
Acting Receiver General.

## No. 26.

**Statement of Balances in the Treasury Department of  
the Colony of Newfoundland, on the 31st Decem-  
ber, 1885, including unexpended Legislative Grants.**

**CREDIT BALANCES.**

Cash in the Bank of England .....	\$4,800 00
Customs' Bonds outstanding .....	151,885 40
Balance due Cape Race Lighthouse and Steam Fog Whistle Account .....	1,976 10
Balance due by Newfoundland Railway Company ..	126,194 41
	<hr/>
	\$284,855 91
Expenditure by Warrant on account of new Post Office, to be reimbursed to the Treasury .....	40,549 55
Expenditure by Warrant on account of new Tele- graph Lines, to be reimbursed to the Treasury..	55,383 50
One half year's rent of Dry Dock, to be received ..	7,500 00
	<hr/>
	\$388,288 96
Balance against the Colony .....	148,341 01
	<hr/>
	<u>\$536,629 97</u>

**DEBIT BALANCES.**

Outstanding Warrants ..	\$170,180 07
Outstanding Interest ..	47,543 05
Balance due the Union Bank of Newfoundland ....	262,018 86
	<hr/>
	\$479,741 98
Unexpended Legislative Grants, including \$33,756.20, unexpended balance on Dry Dock Loan .....	56,887 99
	<hr/>
	<u>\$536,629 97</u>

J. L. NOONAN,  
Acting Receiver General.



## No. 27.

**Statement shewing the Appropriation and Investment of the sum of £200,000 stg., received from the Imperial Treasury on the 29th November, 1878; also the sum of £3,873 5s. 1d., stg., received on the 30th April, 1880, making in all £203,873 5s. 1d., stg., on account of the proportion due to Newfoundland of Halifax Fishery Award.**

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
		<u>233,214 62</u>
The 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	.....	399,645 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 Union Bank of Newfoundland, deposit receipt, at the rate of 4 per cent. per annum	.....	244,332 00
		<u>979,491 62</u>
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 to the credit of Fishery Award, 1884..	\$746,277 00
Less realization of £18,000, stg., Canada 4 per cent. Bonds, at 113½ per cent. ....	£20,430 0 0
Less 1 per cent. commission .....	204 6 0
	<u>£20,225 14 0</u>
Sold by Messrs. Melville, Evans & Co., London, by order of the Government, 7th July, 1885, on account Carbonear Railway Loan, equal to .....	\$97,083 36

This amount now at the credit of Fishery Award Account .....	\$649,193 64
Bearing interest as under:	
£62,000 stg., equal to } Canada 4 per cent. Bonds ..	\$11,904 00
\$302,561.64	
244,332.00, Union Bank 4 per cent. Deposit Receipt.	9,773 28
102,300.00, Telegraph 4½ per cent. Loan .....	4,603 50
<u>\$649,193.64</u>	<u>Yearly interest.. \$26,280 78</u>

J. L. NOONAN,  
Acting Receiver General.

St John's, Dec. 31st, 1885.

### No. 28.

#### Estimate for the Maintenance of Newfoundland Lights, for the year 1886.

Gull Island, Cape John ..	\$2,780 00
Long Point, Twillingate..	1,400 00
Twillingate, Wharf Light	150 00
Cann Island, Seldom-Come-By	800 00
Offer Wadham Island ..	2,000 00
Cabot Island, Bonavista Bay	1,500 00
Puffin Island, Greenspond	750 00
Cape Bonavista .	1,900 00

## NEWFOUNDLAND LIGHTS.—(Continued.)

Green Island, Catalina ..	.....	\$ 2,600 00
Fort Point, Trinity ..	.....	250 00
Hant's Harbor, Trinity Bay	.....	250 00
Baccalieu Island ..	.....	1,700 00
Carbonear Island ..	.....	800 00
Harbor Grace Island ..	.....	1,500 00
Harbor Grace Beacon ..	.....	600 00
Bay Roberts (Green) Point	.....	400 00
Brigus, Northern Head ..	.....	750 00
Cape St. Francis ..	.....	3,500 00
Fort Amherst ..	.....	1,500 00
St. John's Leading Lights	.....	300 00
Cape Spear .. ..	.....	2,500 00
Ferryland Head . ..	.....	2,200 00
Buoy, Powles' Head, Trepassey	.....	250 00
Cape Pine . . . .	.....	2,000 00
Point LaHaye, St. Mary's	.....	250 00
Cape St. Mary's . . .	.....	3,800 00
Point Verde, Placentia ..	.....	750 00
Dodding Head, Burin ..	.....	1,600 00
Allan Island, Lamaline ..	.....	250 00
Brunette Island, Fortune Bay	.....	1,600 00
Garnish, Fortune Bay ..	.....	450 00
Belleoram, Fortune Bay ..	.....	350 00
Rocky Point, Harbor Breton	.....	300 00
Pass Island, Hermitage Bay	.....	900 00
Gaultois, Hermitage Bay .	.....	250 00
Boar Island, Burgeo . . .	.....	750 00
Ireland Island, LaPoile Bay	.....	500 00
Rose Blanche Point ..	.....	800 00
Channel Head, Port-au-Basque	.....	750 00
Sandy Point, Bay St. George	.....	400 00
Mechanician, salary and travelling expenses	.....	920 00
Contingencies .. ..	.....	500 00

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\$47,500 00

J. L. NOONAN, Act'g Rec. Gen.

## No. 29.

## Expenditure for Relief of the Poor during

DISTRICTS.	JANUARY.
Saint John's Permanent Poor .....	\$502 30
Saint John's Casual Poor .....	989 85
Orphanage .....	.....
Incidentals .....	197 98
Brigus .....	865 35
Burin .....	471 25
Bay-de-Verds .....	608 20
Burgeo and LaPoile .....	629 75
Bonavista .....	645 20
Carbonear .....	320 74
Fortune Bay .....	445 96
Ferryland .....	859 70
Harbor Grace .....	1313 62
Harbor Main .....	1112 22
Placentia and St. Mary's .....	412 10
Trinity Bay .....	1254 80
Twillingate and Fogo .....	419 25
St. Barbes .....	84 05
St. George's .....	8 40
Labrador .....	44 00

the year ending 31st December, 1885.

FEBRUARY.	MARCH.	APRIL.	MAY.
\$502 40	\$501 40	\$497 40	\$493 40
1099 80	1170 20	1269 70	1139 25
.....	1024 43	.....	.....
15 18	3 93	13 69	3 33
449 67	80 15	1631 45	791 00
592 00	117 00	589 00	1139 00
66 95	93 50	657 80	1515 50
297 40	179 00	819 30	331 00
63 30	255 70	595 50	1339 50
217 40	234 25	291 14	658 55
221 40	83 91	472 53	733 68
519 80	209 10	1064 60	1331 10
1319 75	302 50	1997 73	905 05
157 60	521 67	1306 75	680 01
132 90	64 85	1265 15	3011 92
437 92	353 39	1869 45	2230 00
531 05	165 30	413 50	1650 70
27 50	21 00	44 00	8 00
56 40	110 00	138 50	97 30
7 00	.....	4 50	40 50

**Expenditure for Relief of the Poor during**

DISTRICTS.		JUNE.
Saint John's Permanent Poor	.....	\$487 40
Saint John's Casual Poor	.....	1178 75
Orphanage	.....	850 00
Incidentals	.....	3 33
Brigus	.....	88 50
Burin	.....	265 90
Bay-de-Verds	.....	713 80
Burgeo and LaPoile	.....	304 70
Bonavista	.....	633 50
Carbonear	.....	249 80
Fortune Bay	.....	216 00
Ferryland	.....	256 35
Harbor Grace	.....	346 20
Harbor Main	.....	171 20
Placentia and St. Mary's	.....	310 20
Trinity Bay	.....	473 65
Twillingate and Fogo	.....	829 10
St. Barbes	.....	113 00
St. George's	.....	297 74
Labrador	.....	.....

the year ending 31st December, 1885.

JULY.	AUGUST.	SEPTEMBER.	OCTOBER.
\$480 80	\$478 60	\$474 60	\$478 20
1174 75	1115 70	1111 25	1175 45
.....	.....	880 00	.....
3 34	163 57	5 63	29 58
1333 93	86 95	89 90	1567 64
672 64	115 20	285 30	1084 95
387 55	471 10	473 05	678 90
741 00	385 20	335 50	746 00
371 00	336 75	168 50	703 10
370 70	343 10	148 60	272 60
342 70	301 26	185 35	535 15
1029 70	406 70	281 68	974 70
1984 50	550 54	578 10	1787 58
1418 77	237 60	190 55	818 05
434 80	200 10	191 60	1054 08
1178 40	707 40	1031 78	1836 80
927 80	840 65	418 05	648 10
108 50	156 40	75 10	64 33
96 70	200 60	98 00	199 50
6 10	556 28	.....	151 25

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**Expenditure for Relief of the Poor during**


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DISTRICTS.	NOVEMBER.
St. John's Permanent Poor .....	\$447 60
St. John's Casual Poor .....	1068 60
Orphanage .....	.....
Incidentals .....	6 74
Brigus .....	492 74
Burin .....	553 70
Bay-de-Verds .....	595 20
Burgeo and La Poile .....	458 00
Bonavista .....	714 60
Carbonear .....	206 45
Fortune Bay .....	894 26
Ferryland .....	550 40
Harbor Grace .....	766 17
Harbor Main .....	509 10
Placentia and St. Mary's .....	2671 04
Trinity Bay .....	1401 51
Twillingate and Fogo .....	967 30
St. Barbes .....	244 50
St. George's .....	126 55
Labrador .....	316 00

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the year ending 31st December, 1885.

DECEMBER.	AMOUNT.	TOTAL.
\$475 00	\$5849 10	
1305 02	13798 32	
1142 50	3896 93	
		\$23,544 35
7 48	.....	453 78
222 60	7699 88	
262 68	6148 62	
265 20	6526 75	
137 80	5364 65	
413 55	6240 20	
299 25	3612 58	
200 40	4632 60	
532 10	8015 93	
452 10	12303 84	
378 25	7501 77	
786 05	10534 79	
416 40	13191 50	
611 56	8422 36	
164 00	1110 38	
38 00	1467 69	
2 70	1128 33	
		103,901 87
		\$127,900 00

JOHN CASEY,  
Commissioner of Poor.

M. T. KNIGHT,  
Acting Financial Secretary.

Examined and found correct.

**No. 30.****Report of Surveyor General for 1885.**

*To His Excellency Sir F. B. T. CARTER, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Administrator of the Government and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit for Your Excellency's information, the Annual Report of the Crown Lands' Department for the year ending 31st December, 1885. The usual tabulated Statements and Accounts for the year will be found annexed.

**AGRICULTURAL LANDS.**

During the past year one hundred and sixty-nine Grants have been issued, embracing an area of six thousand eight hundred and eighty-six acres.

Forty-three Grants have been issued, representing an area of one hundred and eight acres and three roods.

In addition to the Grants issued, two hundred and forty-three applications have been received for land for agricultural purposes, containing an area of about twelve thousand and fifty-four acres; and two hundred and thirteen applications for agricultural lands, with diagrams of surveys attached, have been received from the various Deputy Surveyors, containing an area of four thousand four hundred and forty-eight acres, one rood, and thirty-eight perches.

**MINERAL LANDS.**

The business under this head includes twelve leases, five renewals of licenses, six gold licenses, and ten notices of staking.

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**TIMBER LANDS.**

Advantage has been taken of the Act passed in 1884, and amended in 1885, by parties who have applied for Leases of Timber Limits under the provisions of these Acts. The applications are for areas of from forty-five to two hundred square miles each, and are for locations upon the Exploits and Gander Rivers, and on Hall's Bay, and embrace a total area of eight hundred and twenty-two square miles.

Up to this period our Timber Lands have been operated upon without accountability or returns, either to the Government or this Department.

In all directions this onslaught has been and is now being practiced without let or hindrance.

During the two past years extensive operations have taken place in cutting timber along the line of Railroad, especially in the vicinity of Harbor Grace Junction, where the practice is in full force at the present time. There can be no doubt that the value of the land for Agricultural purposes is being seriously interfered with by these depredations, unchecked by any fixed rules or regulations, lumberers allow refuse and debris to accumulate, the removal of which will be costly, whereas the timber that might repay in part the cost of clearing the land, has been removed.

It cannot be held that the labor afforded by this industry compensates for permanently riddling the forests, because such labor is transitory in its character. The condition upon which any large area of Timber Lands may hereafter be leased for a term of years demands careful consideration.

As showing the growing value attaching to Timber Lands, I may remark that this year the Government of the United States of America propose to admit raw timber from the Dominion of Canada free of duty, and that the Dominion of Canada propose to place an export duty upon exports of lumber, the object, in both cases, being to preserve the forests of each country.

## SURVEYS.

Regular Township Surveys were continued this year under the direction of Mr. Howley, F. G. S., and of Mr. Harvey, C. E., with marked success.

The season was open throughout, affording facility for field operations. Mr. Howley commenced work on Mr. Harvey's most northerly base line of last year, or at the N. W. corner of his Township Seventeen, Range Twenty-one, East. Produced this base line to the shore of Trinity Bay, at New Harbor. Laid off and partially subdivided Township Sixteen, Range Twenty-one, East; in all, thirty-four miles and forty-seven chains.

Returned to Harbor Grace Junction and commenced sub-division of Township Nineteen, Range Twenty, where twenty-eight miles were cut out and measured. Laid off two new Townships west of Dildo and Rocky Rivers, viz: Townships 18 and 19, Range XIX., East, and also produced principal base line to Long Harbor, in Placentia Bay, making forty miles in this section. Finally, produced several of the meridian lines South of the most Southerly base line, so as to include all the land within eight miles of the Railroad Track, and laid off a new base line Eastward to meet the first meridian line produced South from Salmon Cove,—thirty miles in this section.

This gives a total, including some minor measurements, for the season of one hundred and thirty-seven miles and ten chains.

Mr. Harvey, C. E., who was assisted by Messrs. U. B. Reed and Allan Long, operated on East Avalon, commencing at Salmon Cove and continuing East as far as Topsail. The lines cut and finished by this party may be classified as follows:—

Twenty-one miles of Township boundaries and thirty-five miles subdividing lines by Mr. Harvey, and thirty-four miles subdividing lines by Mr. Reed. The total miles under Mr. Harvey and party during the season is one hundred and fifty-six miles of Township and sub-dividing lines. In addition to this survey work, Mr. Harvey surveyed the new road, now built, from the Railroad

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at Broad Cove Brook to Dildo Harbor. Mr. Allan Long was employed in surveying in detail the land and roads along the South Shore of Conception Bay, a very useful work, the value of which can only be appreciated when the map, now being prepared, shall have been completed.

The Surveys of Mr. Howley and Mr. Harvey illustrate the pleasing fact that the district of Avalon, along the line of Railroad, abounds in tracts of land suitable for small farms and sheep pastures, and also in extensive areas of valuable timber land.

Mr. C. F. Twining, C. E., was also engaged in surveying the areas applied for by the New York, Newfoundland, and London Telegraph Company, under their Charter. He surveyed one area at Steel, or Cairn Mountain, on the North side of Flat Bay Brook, St. George's Bay, containing five and six-tenths square miles. Thence he proceeded to the Peninsula of Port-a-Port, between West Bay and the Gulf of St. Lawrence, surveying a block of eight and three quarter square miles. He then surveyed a block on the North Shore of St. George's Bay, containing an area of four and six-tenths square miles. He also surveyed and layed out a line of road from Cape Ray to Channel.

This year's work completes the Survey of all the land applied for by the Telegraph Company, so far as they can obtain the same without interfering with the claims of the numerous squatters who have settled on the land since the dates of the several applications. The total quantity of land to which the Company are entitled under their Charter is sixty-four thousand acres; of this quantity there have been issued two grants containing each three square miles, equal to three thousand eight hundred and forty acres, and surveys have been made for thirty-seven thousand two hundred and sixty acres, leaving yet to be surveyed twenty-two thousand nine hundred acres in order to complete their total claim.

I am happy to report that, under Executive approval, a Hand Book is being published, containing accurate information regarding the natural resources of Newfoundland, and practical particulars concerning the extent, the situation, and character of the lands adapted to agricultural purposes, and for timber working.

The book also contains abstracts of the amended Crown Lands' Act, and other useful information to those interest in agricultural pursuits in Newfoundland.

I was fortunate in being able to prevail on Rev. M. Harvey to undertake the compilation of the work, to which I feel he has done ample justice.

I have the honor to be,  
Your Excellency's most obedient servant,

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

[No. 2.]

**Report of J. P. Howley, Esq., for 1885.**

ST. JOHN'S,  
February 4th, 1886. }

The Hon.  
Surveyor General.

SIR,—

The following Report of the season's field operations for 1885, under my direction, is respectfully submitted :

It was the intention, as you are aware, in the early part of the season that my services and those of the party under my charge should again be devoted to the St. George's Bay District, the scene of our previous years labors. The more urgent demand however, for the speedy completion of the Peninsula of Avalon Survey, commenced by Mr. Harvey in 1883, seemed to call for the efforts of all the available staff connected with this Department, accordingly I was instructed to prepare for a season's work in the Peninsula.

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We left St. John's on the 10th of June last by Rail, and pitched our first camp at Piddleton station at the junction of the R. R. line with the New Harbor and Spaniard's Bay road; here a few days were occupied in final preparations for work in the bush.

Our first move was along the road towards New Harbor, and thence Northward to Mr. Harvey's most Northerly parallel of last year. On the 16th of June a commencement was made at the N. W. corner post of Township 17, Range XXI East, when two lines were started, one running due North, the other West. The former was entrusted to Mr. A. White, my assistant, while the latter was under my own immediate supervision. This line was carried out to the shore of Trinity Bay at New Harbor, a distance of four miles and forty-seven chains, over a fairly wooded but uneven rocky piece of country. It forms the Northern boundary of Township 17, Range XX, East.

During the remainder of the month of June and part of July, the entire party were engaged in outlining and partially subdividing Township 16, Range XXI, the most Northerly of the series as yet blocked off. Beside the regular boundary lines the central meridian and parallel were each cut out six miles, thus subdividing the Township into four blocks of nine square miles each. By this means a good idea of the general character of the entire Township was obtained. It cannot be said to be of a very favorable nature, by far the greater portion of the surface is occupied by barrens, marshes and ponds, with frequent outcroppings of the bare rock.

The soil is poor, thin, and more or less encumbered with boulders, while the timber supported upon it is generally unfit for any purpose but for firewood. The only exception to these characteristics pertains to the extreme N. W. corner of the block, within about two miles of Witless Bay, Trinity Bay, where a ridge of very fine land, supporting a heavy growth of yellow birch, fir and spruce, occurs.

The country north of this Township presents altogether such a bleak, barren appearance, including as it does the great Heart's

Content barrens, that it was deemed a useless waste of time to continue the blocking off in that direction ; accordingly we moved back to Harbor Grace Junction to refit for further work.

The subdivision of Township 19, Range XX., was next commenced, of which the central meridian and parallel were each run out six miles, and the Eastern, Southern and Western side lines completed, making a total of twenty-eight miles. Later on in the season Mr. W. B. Reed continued the subdivision of this Township, running out the three remaining meridian lines. To complete the subdivision only four parallels require to be cut out. This is in all probability the finest Township of the entire series blocked off. The proportion of good land and fine timber will, I believe, exceed any of the others. It is intersected by the Railway from East to West, and by the Hodgewater and Big Barren Pond branches of the Rocky River from North to South. Harbor Grace Junction is situated in the 33rd Section, while South from the Junction several picturesque lakes, all closely connected, spread out over a considerable area, reaching into the heart of the Township. Again, on the Eastern side the waters of Big Barren Pond, with several smaller lakes, extend down to its Southern boundary line, thus rendering almost all parts of it easy of access by water. Of the thirty-six square mile Sections six are covered by water, and six more by marshes and barrens, leaving at least twenty-four square miles or 15,360 square acres available for agriculture. So far from being a hindrance, the ponds are in every respect an advantage, affording as they do facilities for penetrating almost every Section within the Township. The soil here is frequently of excellent quality, and the timber, especially the yellow birch and fir, is fine growth.

The greater part of the months of August and September was occupied in outlining and partially subdividing two new Townships 18 and 19, Range XIX., E. The western portion of the principal base line from Salmon Cove, which forms the dividing line between those two Townships, was produced to Long Harbor, in Placentia Bay ; the total length of this line being twenty nine miles, two chains and seventy five links. Thirty-six



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miles of line were cut out and measured in this section of the country, forming the South and West boundary lines and central meridians and parallel of the two above-named Townships.

Much of the country included within these boundary lines is barren and rocky, particularly over the Western portion of the area, which includes the bare elevated ridge known as the North-east mountain of Placentia. The more Northerly township also includes Spread Eagle Peak and another high ridge west of it. There is, however, one redeeming feature in the shape of a long, narrow, densely-wooded valley, extending in a due south line from Chapel Arm almost up to the parallel of the N. E. Mountain. This valley averages about one mile wide, the soil, particularly over the Northern part of it, is of a superior quality, and the timber supported upon it some of the finest observed during the season. The Chapel Arm River flows through it, and exhibits frequent patches of excellent interval land along its banks.

Having again returned to Harbor Grace Junction to refit for the Autumn, all our provisions, &c., were next moved by rail to Big Barren Pond, up which we proceeded, and by means of portaging and rafting over the ponds reached the most Southerly base line. From this line several meridians were produced south sufficiently far to include all land within eight miles of the Railway track, and a new base line established bounding the whole on the south side. This latter line was extended eastward to meet the first meridian line produced south from Salmon Cove, which terminated the season's work. The total number of miles cut and measured reached one hundred and thirty-seven miles and ten chains, (137 m., 10 chs.), inclusive of some minor measurements. The country east and west of Colinet River, as far as our survey extended, is generally well wooded, in some parts even densely so; but our lines were interrupted by an interminable network of ponds, some of considerable extent, which were met with on all sides. Towards the extreme eastern end of the base line, on approaching the Chisel Hill Range, the country becomes more open and extensive tracts of barren and marshy land intervene. Many considerable patches of good land were met with in running

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out these latter lines, especially in the neighborhood of Colinet River, and around the shores of some of the numerous lakes. The timber is frequently of fine size and quality, being as yet little culled out.

The vast amount of valuable timber still available over the central parts of the Peninsula, cannot fail to become a source of wealth when rendered accessible from the Railway track. There can be no doubt also, that much of the land in the region can be easily reclaimed when once the timber is removed. As a rule, it is superior to any in the vicinity of St. John's, and there seems no reason why, in course of time, it should not become the home of a busy thriving population.

I was much impressed during this season with the fact that a large portion of the country hitherto looked upon as useless marsh or swamps, could, by a judicious system of drainage, be converted into the very best hay growing lands. The surface of these marshes is generally covered with a spongy moss or coarse grass. The subsoil being composed of a soft yellow mud resembling river silt. To account for these deposits, their sites would appear to have been once occupied by shallow ponds, which gradually became silted up by the materials carried down by the rivers from the higher lands, which process is going on at the present time in many places. As a matter of fact they are alluvial deposits, and as such differ materially from the usual and more common peat bogs, which were formed by vegetable accumulations grown in situ. My attention was particularly directed to this matter during the past season by Mr. Francis Piddle, a settler upon the New Harbor line of road, who was about to make a practical experiment of cultivating such land. This man has spent many years in the Western States, particularly in Oregon and Washington Territory, where the system of drainage is much in vogue. When the surface is rendered sufficiently dry and solid to support the weight of cattle, by well placed and properly constructed drains, the plough is immediately brought into requisition, there being no rocks, stones, or other obstructions to contend with. The mossey surface is then turned down, and allowed sufficient time to rot, helping thereby greatly to enrich the soil. The land is

finally cross-ploughed, harrowed and otherwise prepared to receive the first crop, which is generally oats. Though the process of preparing and cultivating this character of land is tedious at first, the after results amply repay the labor. To demonstrate the truth of his theory, while I was in the neighborhood last June, Mr. Piddle removed the moss from a small portion of one of those marshes, and having turned up the soil, scattered broadcast some oats and turnip seed. The result was marvelous; in the space of one week the seed was all over ground, and when I saw it looked healthy and vigorous. It left no doubt on my mind that his conclusions are correct, and that the soil in question, when thoroughly cultivated, will prove exceedingly fertile. Mr. Piddle certainly deserves every encouragement in his enterprise, which is calculated to throw much new light on the value or otherwise of our wild lands. He also considers the thinner and poorer soils, especially when encumbered with boulders, not improved by the usual mode of tillage, and hardly repaying the amount of labor expended upon them. The best of such soils, he contends, is merely the surface layer, which is only covered up, or otherwise impoverished, by bringing up from beneath the more sandy unproductive gravels. It should not be disturbed at all, but when the timber is cleared away and the brush burnt, hay seed should be scattered over it which soon takes root. Then by allowing cattle to roam at will, the soil becomes sufficiently enriched from the droppings, to furnish a constant supply of nutritious grazing. The success of these experiments is, I believe, fraught with much importance to the future farming interests of this island, and might be applied with advantage to every district where similar conditions prevail.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,) JAMES P. HOWLEY, F. G. S.

[No. 3.]

**Report of C. J. Harvey, Esq., for 1885.**

St. JOHN'S,  
January 8th, 1886. }

The Hon.  
Surveyor General.

SIR,—

I beg to submit to your consideration the following report of progress during the year 1885:—

The survey in which I was engaged was the township survey of the Peninsula of Avalon. During the first part of the season my work was confined to the eastern portion of Avalon, commonly known as the "South Shore" of Conception Bay. In the latter part of the fall the work was carried on in the central part of Avalon, beginning near Dildo Pond and extending westward to Placentia and Trinity Bays. The season during this year lasted from May 19th to November 7th for the party under my charge.

According to instructions received from you, I started from St. John's on May 19th and journeyed by train to Salmon Cove. Here our camp was pitched and our work commenced. The party only included six men, two chainmen and a cook, nine in all at first, but others were engaged as the requirements of the survey demanded their services.

The lines actually cut and finished this season may be classified as follows:—

In East Avalon, twenty-one miles of township boundaries, or meridians and base lines separating townships.

In East Avalon, thirty-five miles of sub-dividing lines, or section lines separating square mile blocks, making a total of fifty-six miles.

In Central Avalon, twenty-seven miles of township boundaries and twelve miles of sub-dividing lines, making a total of thirty-nine miles.

The total number is, therefore, ninety-five miles of township lines.

Early in May I also surveyed and located a road from Broad Cove Brook, on the railway, to Dildo Harbor, Trinity Bay, a distance of nearly three miles, which road is now completed and built.

The first line commenced was the base line from Salmon Cove, which was run eastward six miles, starting at the bridge on the Conception Bay main road, which crosses Lee's Pond Brook, Holyrood Arm was reached  $2\frac{3}{4}$  miles from the starting point and the main road from St. John's to Holyrood at a distance of four miles. Occupied land was passed through near Salmon Cove, Harbor Main and Holyrood. The Crown land on this line was poor and rocky, for the most part unfit for agriculture.

A meridian was then run north from the six-mile post for a distance of four miles where it met the shore. This meridian defined the boundary between ranges 23 and 24 east. The country traversed on this line was barren and rocky, except near the sea shore, where the available land is all claimed or occupied.

Four miles of sub-dividing lines were then cut in range 23 east, and those remaining were finished by Mr. W. B. Reed. I next ran the middle sub-dividing line of township 18 south, range 24 east, commencing at the above-mentioned meridian, at the third-mile post north of the base, which was situated just where the main road to St. John's was crossed. This last line was run eastward six miles, passing through unoccupied land after the first mile, crossing Lawrence Pond, Gull Pond and Duck Pond, (all of which are head waters of rivers emptying into Conception Bay), and also Kelligrews and Upper Gulley Rivers. The timber has all been burnt in this section of the country, except on the last mile where green woods covered the land, but these were of a small quality. The soil was rocky and barren, except some small areas

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in the river-valleys and near the end of the line, approaching Manuel's River. The meridian forming the east boundary of range 24 east was next completed, beginning at the end of the last-mentioned line and proceeding northwards. This meridian touched the east shore of Wych Hazel Pond (the head waters of the west branch of Manuel's River), about four miles due south from Topsail; it then crossed the two branches of Manuel's River and finally reached Topsail at the residence of Wm. Allen, five miles from the starting point. Thick green woods were met with on the first three miles, the remaining two being covered with burnt timber and small green birches. Good soil appeared on the first mile, but after that it was poor and rocky, except a small area in Manuel's River Valley. The last mile passed through occupied land of good quality.

A number of sub-dividing lines were then cut out in range 24 east, township 18 south, marking it off into blocks of one square mile each. These lines showed that the character of the soil was for the most part barren and rocky, the timber being burnt almost entirely in that portion of the township lying north of the middle sub-dividing line running east and west before mentioned.

The middle meridian of the township was next finished, running south, and the southern and eastern boundaries were cut out, thus completing all the boundaries. The north-west corner of this township is inaccessible as it comes out into the waters of Conception Bay. The country on these last lines was thickly wooded for the most part, but the soil was very rocky, except in some areas near the eastern boundary and Manuel's River.

The result of this Survey shows that only small scattered areas of good land are to be found in the neighborhood of the South Shore. South of the Southern boundary or base line the country is an immense stretch of barrens, with very little timber, and a rocky soil full of boulders.

The survey of Eastern Avalon was completed by September 1st, and on the 2nd the party travelled by Train to Dildo Pond, to commence the work in Central Avalon.

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The Survey was commenced by running a meridian North to the sea shore in Dildo Harbor, from the North-west corner-post of Range 20, East, Township 18, South, a distance of nearly three miles. This connected the coast line with the Township Survey and rendered the correction of an error in the Chart of Trinity Bay possible. This error extends over several miles of the coast line between Collier's Head and Hopeall Head. This meridian passed through an area of good land covered with fine timber lying on the East side of the Old Shop Ridge and mostly South of the road leading from Dildo to Chapel Arm.

Starting again from the above-mentioned post, a line was run West forming the North boundary of Range 19, East, Township 18, South. This line crossed the Telegraph Line and the road to Long Harbor to Chapel Arm, and was continued to Placentia Bay, meeting the shore at Red Cove Head, a distance of nine miles from the starting point. This line connected Placentia Bay with the system of Township Survey, and the position of Red Cove Head was found to agree with the Admiralty Chart.

The country on this line was densely wooded as far as the crossing of Long Harbor road, a distance of five miles. The varieties were principally yellow birch, fir and spruce. Yellow birch was very plentiful and of a very fine quality, highly adapted for shipbuilding, &c. The fir was also large and plentiful. The soil was of a very fine quality on this portion, but the hills were very steep, which would render some portions of the land hard to plough; but in the bottoms of the valleys and on the flatter slopes there are some fine areas capable of cultivation, particularly in the valleys of the river which flows into the East side of Chapel Arm, and which has its rise from some ponds West and North-west of Spread Eagle Peak. After crossing Long Harbor road a large stretch of barrens was traversed extending in all directions for several miles, dotted only by a few small groves of inferior spruce and a number of ponds and gullies.

The meridian forming the Western boundary of Township 17, South, Range 19, East, was then completed for four miles, a little beyond which it ran into the waters of Collier's Bay in Trinity

Bay, commencing at the six mile post on the last line and running North. The country was a continuous stretch of barrens reaching nearly to the shore, and the soil was poor and rocky.

By the time these lines were finished October had arrived. The provisions ordered for that month did not reach Chapel Arm on the First of October, owing to the impossibility of finding a craft bound to that part of Trinity Bay. The provisions arrived at Chapel Arm on the 8th of October, by which time my party was short of food and returned to that place to procure some. As the country west of Chapel Arm was so bleak and barren, that it was difficult to find any place to camp near our work, I decided to retire eastward and continue the survey in the wooded country near Dildo Pond.

Accordingly I proceeded there and began to run a meridian southward to meet the 17 mile post on the principal base, a distance of six miles. This line ran parallel to Dildo Pond and about half a mile to the west of it passing through a fine country with a rich soil and covered with large timber, principally Yellow Birch. This area extends between the Dildo Pond and the line, and is about three miles long and a half a mile wide. The other three miles showed a country more marshy, but still with some scattered ridges of good soil. There is a large quantity of valuable yellow birch, fir and spruce in this part of the country. Four miles of sub-dividing lines were also run at right angles to this meridian, but the country they passed through has been described, being the fertile area already mentioned.

At this time I received a communication from Mr. Howley asking me to run a meridian south from the starting point at Salmon Cove, to meet a line he was cutting out in an easterly direction.

I proceeded to Salmon Cove and began this line, which passed through a barren country, with the exception of a strip of land lying between Harbor Main Pond and Salmonier road (about four miles from Salmon Cove.) Holyrood River, which empties into the North Arm, was crossed at five miles from the starting point.



Here I met Mr. A. White, of Mr. Howley's party, and arranged with him to finish the remaining portion. My party then returned to St. John's by rail on the 7th of November and were paid off.

Though the survey of this year was for the most part in that portion of the country of which the character and capabilities were well known, yet, as no complete map was available the topography was not filled in and was unknown in many places. Consequently the work done has been valuable in establishing the true position of lakes, ponds, rivers, roads, and the built and surveyed portions of the Railway. It has also been useful in determining the lands occupied or vacant in the neighborhood of the south shore of Conception Bay.

I also beg to add to my report the following one from Mr W. B. Reed, who was engaged in a similar survey near the same localities.

In conclusion I may say that Mr. Allan Long made a detail survey between Holyrood and Long Pond along the South Shore, including farms, roads, rivers and all necessary topography between those places. The results of his survey will be very valuable, but cannot be here described, as the map alone can give any adequate notion of this work.

All is respectfully submitted to your consideration.

(Signed,) CHARLES J. HARVEY,  
B. A., B. A. Sc.

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REPORT OF THE SURVEY WORK DONE IN AVALON  
DURING THE SUMMER OF 1885.

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C. J. HARVEY, C. E.,

SIR,—

Acting on instructions received from you, I left St. John's per Train with my party on May 25th, and camped at Woodford's Station, North Arm, Holyrood. The following day started work,

running meridians from main base, north. Continued this work until June 6th, when I moved camp to Indian Pond, where I continued running subdivision lines and made Road Survey from 4th mile post on main base line to near Lower Gulley Bridge, and of all roads running south from main road, also surveying all granted and occupied land in the vicinity.

Some small areas of good land are to be found between Gull Pond and Black Mountain Pond, and in the valley at the Southern end of Lawrence pond, but as a rule the country is very rocky, no timber of any consequence is to be found in this locality.

On August 27th I moved camp to Harbor Grace Junction and proceeded to run out the subdivision lines South from the main base line, in Range 20, East, Township 19, South. These lines were run for a distance of eight miles each.

The land in the neighborhood of the Harbor Grace Junction is very good, but does not continue to improve as we travelled South. The same applies to the quality and size of the timber.

During the month of October we experienced very wet weather, delaying work considerably. On November the third struck camp and packed all the gear to the Junction, where we got the Train, reaching St. John's on November 5th.

Lines run in Eastern Avalon, 34 miles; Lines run in Central Avalon, 27 miles; total, 61 miles.

I remain,  
Yours obediently,

(Signed,)

WILLIAM B. REED.

St. John's, January, 1886.

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[No. 4.]

**Report of C. F. Twining, Esq., for 1885.**

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**REPORT OF SURVEY PUBLIC ROAD, CHANNEL TO  
CAPE RAY.**

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Hon. Surveyor General,

SIR,—

In accordance with your instructions I proceeded to Channel, arriving on Sunday, August 23rd. On the following day I began the survey of proposed Public Road, between Cape Ray and Channel, a continuation of the road already built from Codroy to Cape Ray.

Starting at the Cape Barrachois brook, to which point the road is completed, I took the most suitable route to be found as far as the ferry at Grand Bay, a distance of  $7\frac{1}{2}$  miles.

This portion of the road can be built at a comparatively reasonable rate, there being only one bridge of any size, that at Middle Barrachois brook, one hundred feet long; the approach on west side is good, the bank being about the right height, 20 feet. The road will pass inside all Barrachois, but at no distance inland, over a fairly level tract of country, where good material can be obtained.

I then tried a line around the head of Grand Bay, but found it utterly impracticable except at great expense; the country is very rough and broken, and long high bridges would be absolutely necessary in order to make a road of any practicable use. I would here speak of the present road between Port-au-Basque and Channel, which would be the terminal portion if road came by way of Grand Bay. Being open to the south-east, it is impassible during the winter months even for foot passengers, the snow completely filling the gap along the side hill, called by courtesy a

road ; in the spring parts of this side hill are washed away, the place being known among the settlers as Slide-me-down. If the proposed road was built around the head of Grand Bay, this is the only route to Channel. I would add that a good deal of Public money has been uselessly expended on this portion of the road by incompetent persons.

In order to connect the end of road, located by me, with Channel, I made a survey from this point to the eastern side of ferry at Grand Bay, a distance of  $2\frac{3}{8}$  miles. Making the total length of road  $9\frac{1}{2}$  miles as laid out.

I succeeded in getting a good line, not at all difficult to build, the worst portion being the first mile out of Channel. By this route the ferry at Grand Bay would have to be kept up ; but by putting on a scow to cross horses and waggons, cattle, &c., everything needful would be accomplished. This, as far as I can see, is the route most suitable and useful to all parties, and would cost somewhere about \$7,000.

I am, Sir,

Yours respectfully,

(Signed,) CHARLES F. TWINING, C. E.

St. JOHN'S, }  
December 31st, 1885. }

Hon. Surveyor General,

SIR,—

In accordance with your instructions, I left St. John's on the 25th May, 1885, in the Coastal Boat "Curlew" to continue the work I was engaged upon last year, namely, locating areas applied for by the Telegraph Company.

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I proceeded to Steel Mountain, at the head of St. George's Bay, and there ran out a block containing 46 square miles.

I then crossed to West Bay, Port-au-Port, and located a block containing 878 square miles. After completing this work I went to Ship Cove on the Southern side of the Peninsula of Port-au-Port, and surveyed a block containing 4.6 square miles. At this time I received instructions from you to proceed to Channel and locate a road between that place and Cape Ray, a full report of which I have handed to you.

After completing my work I returned to St. John's and furnished the necessary plans.

I am, Sir,

Yours respectfully,

(Signed,) CHARLES F. TWINING, C. E.

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[No. 5.]

*Dr.**Consolidated Statement of Surveyor*

To Twelve Mineral Leases .....	.....	\$600 00	
" Five Renewal Licenses .....	.....	250 00	
" Six Gold Licenses .....	.....	150 00	
" Ten Notices of Staking .....	.....	500 00	
" Survey Fee received .....	.....	20 00	
		<u>          </u>	\$1520 00
" Fees on 169 Agricultural Grants .....	.....	413 68	
" Fees on 4 Free Grants .....	.....	4 00	
		<u>          </u>	417 68
			<u>          </u>
			<u>\$1,937 68</u>

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Act'g Financial Secretary.

*General's Cash Account, 1885.**Cr.*

By Office furniture and Incidentals .....	\$50 47	
" Cab hire .....	56 74	
" Cost of Surveys .....	77 00	
" Return Fees .. .. .	98 07	
" Repairs Instruments .....	15 90	
" Constables expenses, Cape St. Francis....	2 40	
" Registration Fee .....	3 75	
" William Noel's wages .....	46 66	
" Return Fee on Grant refused .....	1 00	
" Stationery .....	11 62	
" Wm. Bright, attendance on Survey Office, 1885 .....	52 00	
" Capt. Thos. Davis, rent of Storeroom, 1884 and 1885 .. .. .	40 00	
		\$455 61
Treasury paid .....		1482 07
		<u>\$1937 68</u>

St. John's, Newfoundland, 31st Dec., 1885.

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

No. 6.

Return of Mining Applications

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
June 5	7	106	D. J. Henderson .....	St. John's .....
27	8	11	D. Smallwood, C. Hutchings and Chas. Smith ..	Do. ....
July 4	8	12	J. H. Freeman .....	Do. ....
8	8	13	Valentine Doane .....	Boston .....
10	6	140	G. R. Carson and J. E Croucher . .....	} Placentia ....
20	6	139	Corbet Pittman .....	St. John's, } J. Templeton & G. Hodder Twillingate, }
27	7	107	Charles S. Fowler .....	Placentia .....
Aug. 2	6	143	M. J. Verron .....	Placentia, } D. J. Henderson .....
5	7	108	Charles S. Fowler .....	Placentia .....
7	7	109	Ditto .....	Do. ....
7	7	110	D. J. Henderson .....	St. John's .....
7	7	111	Edward Sinnott .....	Placentia, } Jonas Barter .....
8	6	141	Robert Bond .....	St. John's .....
11	9	4	D. Smallwood, C. Hutchings and C. Smith ....	Do. ....
11	9	5	D. Smallwood, C. Hutchings and C. Smith ....	Do. ....



and Notices for the year 1885.

Fee paid.	Locality.	Remarks.
\$25 00	Frogmarsh, Brigus .....	Gold License.
50 00	S. E. Arm, Placentia .....	Notice of Staking.
50 00	Little Placentia Reach .....	Ditto.
50 00	Bad Bay, Straits Belle Isle .....	Ditto.
50 00	Castle Hill, Placentia .....	{ Lease square mile out of License.
50 00	Moreton's Harbor .....	Ditto.
50 00	South Side, Ship Harbor .....	Renewal of License.
50 00	Verron's Island .. ..	{ Lease square mile out of License.
50 00	Barrachois Brook .....	Renewal of Licenss.
50 00	Ship Harbor .....	Ditto.
50 00	Bet. N. E. Arm & Placentia S'nd	Ditto.
50 00	Placentia Sound .. ..	Ditto.
50 00	St. George's Pond . ..	Lease square mile out of License.
.....	McDonald's Cove, Placentia,	} Applications for leases of mining locations after filing notice of staking.
.....	S. E. Arm, Placentia,	

*Return of Mining Applications*

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
Sept. 9	6	144	Hon. Philip Cleary .....	St. John's .....
25	6	145	F. T. Barry and A. B. Cunningham .....	London .....
25	6	146	F. T. Barry and A. B. Cunningham . . . . .	Do. ....
26	7	114	D. J. Henderson .....	St. John's .....
Oct. 29	7	115	Ditto .....	Do. ....
Nov. 7	8	14	Thomas W. Spry .....	Do. ....
19	8	16	Steer, Browning and Pill. ....	Do. ....
19	8	15	Ditto Ditto .	Do. ....
April 23	6	137	William Holden and R. M'Donnell .....	Harbor Main .....
May 2	9	1	D. J. Henderson .....	St. John's .....
5	8	7	Edward Sinnott .....	Placentia, } D. J. Henderson & J. Barter St. John's, }
7	8	8	Charles Hutchings, David Smallwood, Chas. Smith	St. John's .....
8	9	2	D. J. Henderson .....	St. John's, } Thos. D. Scanlan .....
			Arch. McQ. Blackader....	Brigus, } Black River, }
8	9	3	D. J. Henderson .....	St. John's .....

and Notices for the year 1885.

Fees paid.	Locality.	Remarks.
\$50 00	Rabbitt's Arm .....	Lease square mile out of License.
50 00	Ming's Bight .....	Ditto.
50 00	Baie Verte .....	Ditto.
25 00	Big Head, Ming's Bight .....	Gold License.
25 00	Point Rouge, Ming's Bight .....	Ditto.
50 00	Long Pond, Conception Bay .....	Notice of Staking.
50 00	Daumalen Head, Englee .....	Ditto.
50 00	Crabb's Brook, Bay of Islands .....	Ditto.
50 00	Chapel Cove, Holyrood .....	Lease square mile out of License.
50 00	McDonald's Cove, Placentia .....	Refused by Council; fee refunded.
50 00	Little Placentia .. .. .	Notice of Staking.
50 00	McDonald's Cove, Placentia .....	Ditto.
50 00	Burnt Head, Brigus .....	Lease square mile.
50 00	Brigus .....	Ditto.

*Return of Mining Applications*

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
May 9	8	9	Charles S. Fowler .....	Placentia,
			D. J. Henderson & J. Barter	St. John's,
			Edward Sinnott .....	Placentia,
14	6	138	John H. Cathrae .....	St. Paul, Minn. ....
18	7	103	John Bartlett .....	Brigus .....
18	7	104	Ditto .....	Do. ....
22	8	10	J. H. Freeman .....	St. John's .....
25	7	105	D. J. Henderson .....	Do. ....

SURVEYOR GENERAL'S OFFICE,  
 St. John's, Newfoundland,  
 31st December, 1885.

and Notices for the year 1885.

Fee paid.	Locality.	Remarks.
\$50 00	Block House, Placentia .....	Notice of Staking.
50 00	Kippen's Brook .. .. .	Lease square mile out of License.
25 00	Bareneed .....	Gold License.
25 00	Port-de-Grave .....	Ditto.
50 00	Dixon's Hill, Placentia .....	Notice of Staking.
25 00	Brigus .....	Gold License.

(Signed,)

J. O. FRASER,

Pro Surveyor General.

31st December, 1885.

No. 7.

*Return of Mining Leases*

Date.	Registry.		Name.		
	Vol.	Folio.			
Jan. 14	.....	.....	Henrietta Wilson	..	.....
			Hon. P. Cleary	..	.....
Sept. 16	.....	.....	Ditto	..	.....
			Ditto	..	.....
Oct. 2	.....	.....	D. Smallwood, C. Hutchings, and C. Smith.	....	.....
			John H. Cathrae	..	.....
			D. Smallwood, C. Hutchings, and C. Smith.	....	.....
Nov. 20	.....	.....	H. M. Matheson and Charles Magniac	.....	.....

SURVEYOR GENERAL'S OFFICE,  
 St. John's, Newfoundland,  
 31st December, 1885.

issued during the year 1885.

Residence.	Locality.	Remarks.
New Glasgow	Lady Pond, North of Hall's Bay.	
St. John's	Pilley's Island.	
Do.	Topsail, East.	
Do.	Topsail, West.	
Do.	South East Arm, Placentia.	
St. Paul, Min.	Romaine's Brook, St. George's Bay.	
St. John's	McDonald's Cove, Placentia.	
London	North Side Little Bay, N. D. Bay.	

(Signed,) J. O. FRASER,  
Pro Surveyor General.

31st December, 1885.

No. 8.

*Return of Licenses to Search for*

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
Mar. 14	8	59	Thomas Foley .....	Charlottetown, } St. John's, }
			Simeon H. Parsons .....	
July 28	5	244	Charles S. Fowler .....	Placentia .....
Aug. 8	5	245	Ditto .....	Do. ....
	5	246	Ditto .....	Do. ....
	5	247	D. J. Henderson .....	St. John's .....
	5	248	Ed. Sinnott & J. Barter ..	Placentia & St. John's
May 18	5	249	John Bartlett .....	Brigus .....
	5	250	Ditto .....	Do. ....
	5	251	D. J. Henderson .....	St. John's .....
June 5	5	252	Ditto .....	Do. ....
Sept. 22	5	253	J. Barter & Ed. Sinnott ..	St. John's & Placentia
	5	254	James Goodfellow .....	St. John's .....

SURVEYOR GENERAL'S OFFICE,  
 St. John's, Newfoundland.  
 31st December, 1885.



Minerals, issued during the year 1885.

No. of License	Date	Name of Licensee	Remarks
		Locality.	
		Duck Island, Baie Verte .....	.....
		South Side Ship Harbor .....	Renewal.
		Glindon's Cove.....	Do.
		Ship Harbor .....	Do.
		Bet. Placentia Sound & N.E. Arm .....	Do.
		North Side, Placentia Sound.....	Do.
		Bareneed .....	Gold License.
		Port-de-Grave .....	Do.
		West of Brigus ..	Do.
		Frogmarsh .....	Do.
		Ship Harbor .....	Renewal.
		Breme Point, Placentia .....	Do.

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

No. 9.

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
1	Jan'y 9	Thomas Doyle ... ..	4101	April 17, 1879	13	3	25	30	162
2	18	James Reeves ... ..	4859	Mar. 12, 1884	4	2	07	30	59
3	19	Philip Lake, sr. ... ..	4847	Feb. 1, "	6	1	27	30	35
4	19	Edward G. Bennett ... ..	4868	Mar. 12, "	7	3	26	30	48
5	19	Wm. Bragg (of John) ... ..	4966	Sept. 20, "	6	1	24	30	137
6	Feb. 10	Thomas Cooper ... ..	4925	May 21, "	10	0	0	30	99
7	15	John Pilley, jr. ... ..	4965	Sept. 20, "	10	0	0	30	135
8	26	Nehemiah Upward ... ..	4763	Oct. 18, 1883	5	0	38	28	125
9	26	John Batstone ... ..	4846	Feb. 1, 1884	8	0	16	30	34
10	28	The Diocesan Synod ... ..	4972	Mar. 5, "	0	0	09	30	163
11	28	Benjamin Matthews ... ..	4526	Feb. 27, "	8	3	04	27	43
12	Mar. 16	William Lambert ... ..	4853	" 1, 1884	2	3	35	30	41
13	16	Henry Price ... ..	4792	Oct. 27, 1883	2	1	13	28	156
14	16	Henry Lawrence ... ..	4806	" 27, "	3	1	04	28	150
15	16	John Cox ... ..	4827	Dec. 24, "	2	2	09	30	29
16	16	Owen Fiander ... ..	4893	April 28, 1884	0	2	21	30	69
17	16	Ambrose Thornhill ... ..	4790	Oct. 27, 1883	2	3	11	28	163
18	16	James Blagdon ... ..	4786	" 27, "	1	2	06	28	167
19	16	Thomas Drake ... ..	4880	April 28, 1884	0	1	19	30	67
20	16	W. & G. Hackett ... ..	4835	Dec. 24, 1883	2	2	0	30	27

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Dock Ridge, Salmon Cove...	\$7 00	.....	\$7 00			
Herring Cove, St. Lawrence	1 35	.....	1 35			
Fortune ... ..	1 95	.....	1 95			
Do. ... ..	2 40	.....	2 40			
Grand Bay, Burgeo ... ..	2 40	.....	2 40			
Random Sound ... ..	3 00	.....	3 00			
George's Brook, Smith's S'd	3 00	.....	3 00			
Western Arm, Green Bay...	1 60	.....	1 60			
S. W. Arm, Green Bay ...	2 40	.....	2 40			
Harbor Grace ... ..	1 00	.....	1 00			
Grand Bank ... ..	2 70	.....	2 70			
St. John's Bay, Fortune Bay	1 00	.....	1 00			
Mercer's Cove, Ditto .	1 00	.....	1 00			
Brunet Island, Ditto .	1 00	.....	1 00			
Wreck Cove, Ditto .	1 00	.....	1 00			
Coomb's Cove, Ditto .	1 00	.....	1 00			
Hatchett's Cove, Ditto .	1 00	.....	1 00			
Coomb's Cove, Ditto .	1 00	.....	1 00			
Sagona, Ditto .	1 00	.....	1 00			
Pease Cove, Ditto .	1 00	.....	1 00			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
21	Mar. 18	H. E. Austin ... ..	4978	Mar. 3, 1885	1	3	20	30	169
22	23	J. & J. W. LeGresley ...	4979	" 3, "	2	3	24	30	168
23	31	Joseph Gale ... ..	4992	" 28, "	160	0	0	30	171
24	31	Edward Gale ... ..	4991	" 28, "	160	0	0	30	172
25	31	John McDonald ... ..	4993	" 28, "	38	1	0	30	173
26	31	George Rose ... ..	4804	Oct. 24, 1883	11	0	15	28	147
27	31	Thomas Stoodley ... ..	4869	Mar. 12, 1884	9	0	16	30	46
28	April 14	Edward Dohoney ... ..	5003	April 8, 1885	30	0	0	31	1
29	18	John Costelow ... ..	3451	" 15, 1873	3	0	16	19	59
30	18	John Costelow, of John...	3309	July 24, 1871	16	2	16	18	47
31	18	John Philpot ... ..	4998	April 8, 1885	1	1	12	31	3
32	18	J. J. J. & W. Minty ...	4997	" 8, "	19	1	16	31	2
33	18	Thomas Adams ... ..	5001	" 8, "	12	3	12	31	4
34	20	M. B. Kearney ... ..	4508	Feb. 21, 1882	50	0	0	27	38
35	20	Ditto ... ..	4508	" 21, "	45	0	19	27	37
36	20	Ditto ... ..	4547	April 6, "	10	0	0	27	62
37	20	Charles Hewitt ... ..	5008	" 8, 1885	9	2	14	31	7
38	24	{ G. M. Goddard and others, in trust ... }	5018	" 14, "	2	2	14	31	8
39	30	G. & J. Blackmore... ..	4918	May 21, 1884	5	3	24	30	84
40	May 8	Thomas Harris ... ..	5009	April 28, 1885	0	1	08	31	15

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Heart's Content... ..	\$1 00		\$1 00			
Seal Cove, Ladle Cove ...	1 00		1 00			
Grand River, Codroy... ..	5 00		5 00			
Ditto Ditto ... ..	5 00		5 00			
Ditto Ditto ... ..	5 00		5 00			
Little Bay, Fortune Bay ...	3 30		3 30			
Grand Bank ... ..	2 70		2 70			
Little Bay, Notre Dame Bay	9 00		9 00			
River Head, Cat's Cove ...	1 50		1 50			
Ditto Ditto ... ..	8 30		8 30			
Herring Neck ... ..	1 00		1 00			
Twillingate ... ..	5 85		5 85			
Squid Cove, Friday's Bay ..	3 90		3 90			
Major's Path ... ..	17 50	8 75	8 75			
Ditto ... ..	25 20	14 00	11 20			
Oxenham Pond ... ..	53 20	26 75	26 75			
Heart's Content... ..	3 00		3 00			
Spoon Cove, near Burin ...	1 00		1 00			
Worm Cove, Bonavista Bay	1 80		1 80			
Bonavista ... ..	1 00		1 00			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
41	May 11	George Rowsell ... ..	5031	April 28, 1885	1	0	05	31	13
42	11	Mewfoundla'd Conference	5027	" 28, 1885	2	1	15	31	16
43	11	Henry Burt ... ..	4906	May 21, "	4	1	24	30	161
44	11	H. J. Pike ... ..	4999	April 8, "	4	0	06	31	11
45	11	Sophia Knell and Sons...	5029	" 28, "	2	3	18	31	17
46	11	Benjamin Blackmore ...	5026	" 28, "	1	1	0	31	14
47	16	Israel Locke ... ..	4982	Mar. 3, "	5	2	02	30	164
48	16	C. J. Duder ... ..	4994	April 8, "	8	1	34	31	6
49	16	James LeDrew ... ..	5000	" 8, "	1	1	0	31	5
50	20	J. C. and E. D. Bowring.	4976	Mar. 3, "	6	0	0	31	27
51	21	Abraham Deane ... ..	4984	" 3, "	11	1	18	31	24
52	21	Alfred Deane ... ..	6985	" 3, "	9	1	24	31	25
53	21	Thomas Boone ... ..	5052	May 14, "	6	3	29	31	23
54	22	Thomas Vail, jr. ... ..	5005	April 8, "	5	0	37	31	26
55	23	Hugh McKenzie ... ..	5064	May 21, "	160	0	0	29	2
56	23	Duncan McLean ... ..	5033	April 28, "	160	0	0	29	1
57	25	Hugh McKenzie ... ..	5071	May 21, "	88	0	0	31	28
58	27	The Diocesan Synod ...	5023	April 28, "	0	0	14	31	29
59	28	J. Thorn and J. Winsor..	5056	May 21, "	1	2	22	31	30
60	June 3	George Gushue ... ..	3164	Mar. 9, 1870	13	0	16	18	102

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Leading Tickles... ..	\$1 00	.....	\$1 00			
Twillingate ... ..	1 00	.....	1 00			
Purcell's Harbor ... ..	1 35	.....	1 35			
Twillingate ... ..	1 20	.....	1 20			
Ditto ... ..	1 00	.....	1 00			
Ditto ... ..	1 00	.....	1 00			
Woodford's Cove, Little Bay	1 65	.....	1 65			
Fogo ... ..	2 55	.....	2 55			
Change Island Tickles ...	1 00	.....	1 00			
Britannia Cove ... ..	1 80	.....	1 80			
Seldom-Come-Bye ... ..	3 44	.....	3 44			
Ditto ... ..	2 85	.....	2 85			
Ditto ... ..	2 10	.....	2 10			
Lower Island Cove ... ..	1 50	.....	1 50			
Bonne Bay ... ..	5 00	.....	5 00			
St. George's Bay ... ..	5 00	.....	5 00			
Bonne Bay... ..	26 40	.....	26 40			
Harbor Grace ... ..	1 00	.....	1 00			
Three Is'd Har., Bona. Bay	1 00	.....	1 00			
River Head of Colliers ...	6 50	.....	6 50			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
61	June 5	James Haines... ..	5047	May 14, 1885	8	3	18	31	32
62	5	Antonio Nardini ... ..	5071	" 21, "	1	3	36	29	3
63	7	Jeremiah Torrville ... ..	5074	" 21, "	2	1	25	31	35
64	7	Abraham Keefe ... ..	5073	" 21, "	0	2	17	31	34
65	7	S. & G. Pilly & M. Moore	5075	" 21, "	3	1	27	31	33
66	9	George Pearce ... ..	5041	" 14, "	3	3	29	31	36
67	10	Mark Osmond ... ..	4980	Mar. 3, "	12	0	0	30	167
68	10	Ditto ... ..	5046	May 14, "	10	0	0	31	38
69	10	Job Hamlin ... ..	5080	June 4, "	4	1	39	31	37
70	12	R. P. Rice ... ..	5083	" 4, "	31	0	27	32	1
71	12	Thomas Ansty ... ..	5034	May 14, "	1	2	05	32	2
72	12	Samuel Ansty ... ..	5084	June 4, "	0	2	0	31	39
73	15	William Cull ... ..	5051	May 14, "	4	1	26	31	40
74	22	William King... ..	5039	" 14, "	3	2	23	32	6
75	22	The Diocesan Synod ... ..	5077	June 4, "	0	2	37	32	4
76	22	Ditto ... ..	5079	" 4, "	0	1	17	31	41
77	22	Ditto ... ..	5076	" 4, "	0	0	75	32	5
78	22	Ditto ... ..	5078	" 4, "	2	0	37	32	3
79	22	Sydney Blandford... ..	5040	May 14, "	5	3	38	31	43
80	22	William Walters ... ..	5020	April 28, "	5	0	26	31	7



General's Office, during the year 1885.

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Big Burnt Cove ... ..	\$2 70	.....	\$2 70			
Bay St. George ... ..	1 00	.....	1 00			
Herring Neck ... ..	1 00	.....	1 00			
Little Harbor, Twillingate..	1 00	.....	1 00			
Sandy Cove, Twillingate ...	1 00	.....	1 00			
N. W. Arm, N. D. Bay ...	1 20	.....	1 20			
Moreton's Harbor ... ..	3 60	.....	3 60			
Ditto ... ..	3 00	.....	3 00			
Crow Head Twillingate ...	1 35	.....	1 35			
Burnt Bay, N. D. Bay ...	24 30	.....	24 30			
Twillingate ... ..	1 00	.....	1 00			
Ditto ... ..	1 00	.....	1 00			
Indian Island ... ..	1 35	.....	1 35			
N. W. Arm, N. D. Bay ...	1 20	.....	1 20			
Island Cove, Trinity Bay ...	1 00	.....	1 00			
Shoal Harbor, Ditto ...	1 00	.....	1 00			
Ditto Ditto ...	1 00	.....	1 00			
New Harbor, Ditto ...	1 00	.....	1 00			
Herring Neck ... ..	1 80	.....	1 80			
Up. Lance C'e, Trinity Bay	1 50	.....	1 50			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
81	July 1	J. H. G. and J. Jones ...	4995	Aug. 4, 1884	2	0	37	30	160
82	1	George Burton ...	4953	June 4, 1885	10	3	24	31	56
83	8	Robert Oakley, jr....	5091	" 28, "	18	0	0	31	45
84	9	The Diocesan Synod ...	5025	July 8, "	0	1	19	32	8
85	15	Andrew Pearce ...	5113	June 14, "	0	2	16	32	9
86	15	Charles Sivor... ..	5093	" 4, "	2	3	10	31	46
87	16	Julia Jenson ... ..	5097	" 10, "	6	3	01	31	57
88	17	Edward Wells... ..	5081	July 8, "	1	2	38	32	10
89	18	James Smith ... ..	5111	" 21, "	1	2	18	31	66
90	24	Aaron Piddle ... ..	5117	April 8, "	1	2	17	31	9
91	25	William Dickinson... ..	5007	June 4, "	7	2	32	31	67
92	28	William Mahoney ... ..	5088	" 4, "	3	0	0	31	68
93	28	Robert Hayden ... ..	5082	" 4, "	0	2	30	31	69
94	28	Reuben Blackmore ... ..	4944	July 7, 1884	0	2	02	30	155
95	31	William Stone ... ..	5118	" 30, 1885	2	1	03	31	70
96	Aug. 3	G. T. Rendell... ..	5099	" 8, "	116	0	0	31	69
97	3	Robert Clarke... ..	5028	April 28, "	3	3	30	31	19
98	12	Julia A. Shano ... ..	5070	May 21, "	5	0	28	31	71
99	19	John Cook ... ..	5063	" 21, "	4	0	0	31	49
100	25	Robert Batstone ... ..	5045	" 14, "	1	2	26	31	73

General's Office, during the year 1885.

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Fogo ... ..	\$1 00	.....	\$1. 00			
Big Loo Cove ... ..	3 30	.....	3 30			
Gambo... ..	5 40	.....	5 40			
Channel ... ..	1 00	.....	1 00			
Exploits ... ..	1 00	.....	1 00			
N. W. Arm, Trinity ... ..	1 00	.....	1 00			
S. W. Arm, Harbor Breton	2 10	.....	2 10			
Twillingate ... ..	1 00	.....	1 00			
Darrell's Arm, Twillingate..	1 00	.....	1 00			
N. W. Arm, Trinity ... ..	1 00	.....	1 00			
Heart's Content... ..	2 30	.....	2 30			
Big Burnt C'e, Friday's Bay	1 00	.....	1 00			
Twillingate ... ..	1 00	.....	1 00			
Back Harbor, Twillingate...	1 00	.....	1 00			
Outer Harbor, La Poile ...	1 00	.....	1 00			
N. of the Outer Cove Road.	1 00	.....	1 00			
Wild Cove, Twillingate ...	1 00	.....	1 00			
Flambro Head, L. Id. Cove	1 50	.....	1 50			
Heart's Content ... ..	1 20	.....	1 20			
Nipper's Harbor... ..	1 20	.....	1 20			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
101	Aug. 28	George Wellon ... ..	5080	April 28, 1885	4	1	34	81	20
102	81	W. James & G. Bartlett..	5127	July 31, "	4	2	29	81	75
103	81	W. Kates & G. Rolls ... ..	5089	June 4, "	0	2	32	81	48
104	81	Charles Orian... ..	5045	May 14, "	3	2	0	81	31
105	81	W. & S. Whealon ... ..	4983	Mar. 3, "	3	2	29	31	176
106	81	Samuel Tucker ... ..	5094	June 4, "	1	2	38	81	42
107	Sept. 11	William Clark ... ..	5122	July 31, "	3	2	23	31	80
108	11	John Gosse ... ..	5010	April 8, "	3	0	29	31	79
109	11	Ditto ... ..	5006	" 8, "	3	1	18	31	77
110	11	A. & E. Saunders ... ..	5092	June 4, "	1	2	0	31	51
111	11	J. H. Spencer... ..	5096	" 4, "	0	0	25	31	60
112	11	Aaron Bennett, of Ed. ... ..	5069	May 21, "	0	0	12	31	52
113	11	Reuben Buffett ... ..	5068	" 21, "	2	2	10	31	55
114	11	George Stewart ... ..	5002	April 8, "	0	1	27	31	78
115	11	A. W. Hodnott ... ..	5053	May 14, "	3	2	12	31	85
116	11	Charles Winsor ... ..	5004	April 8, "	0	0	32	31	83
117	11	Jasper Collier... ..	5114	July 8, "	0	0	20	31	88
118	80	Shem Oak ... ..	5123	" 31, "	12	0	0	31	91
119	80	Henry Blundon ... ..	4989	Mar. 3, "	1	3	0	31	50
120	80	W. J. Loder ... ..	5017	April 14, "	10	3	0	31	61

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Near Ladle Cove ... ..	\$1 35	.....	\$1 35			
S. W. Arm, Trinity Bay ...	1 50	.....	1 50			
King's Cove... ..	1 00	.....	1 00			
Big Loo Cove ... ..	1 00	.....	1 00			
Ladle Cove ... ..	1 00	.....	1 00			
Bird Island Cove ... ..	1 00	.....	1 00			
Ladle Cove ... ..	1 00	.....	1 00			
Salmon Cove, Trinity Bay..	1 00	.....	1 00			
Ditto Ditto ..	1 00	.....	1 00			
Greenspond .. ..	1 00	.....	1 00			
Fortune ... ..	1 00	.....	1 00			
Do. ... ..	1 00	.....	1 00			
Jersey Harbor ... ..	1 00	.....	1 00			
Little Bay Island ... ..	1 00	.....	1 75			
Fogo ... ..	1 20	.....	1 20			
Tilt Cove ... ..	1 00	.....	1 00			
Fortune ... ..	1 00	.....	1 00			
Dog Bay ... ..	3 60	.....	3 60			
Bay-de-Verds ... ..	1 00	.....	1 00			
Snook's Harbor ... ..	3 00	.....	3 00			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
121	Sept. 30	Solomon Winsor ... ..	5040	May 14, 1885	7	1	32	31	63
122	Oct. 1	Elias Earle ... ..	5132	Sept. 16, "	13	2	25	31	87
123	6	Reginald Mills ... ..	5134	" 16, "	8	0	24	31	86
124	6	Jonathan Noel ... ..	5136	" 28, "	6	8	0	29	4
125	6	John Samson... ..	5086	June 4, "	3	3	30	31	89
126	6	Andrew Linfield ... ..	5121	July 31, "	4	3	25	31	90
127	8	Anne Pinsent... ..	4996	April 8, "	5	1	10	31	12
128	5	Charles Trippe ... ..	4987	Mar. 8, "	8	2	0	30	174
129	5	Ditto ... ..	5009	April 8, "	7	3	18	31	10
130	12	P. Mahoney & M, Clair... ..	4951	Aug. 4, 1884	9	3	21	30	151
131	12	Nfld. Railway Company ..	5137	Oct. 9, 1885	4900	0	0	34	1
132	14	Robt. Batstone, in trust ..	5140	" 9, "	4	1	31	31	92
133	19	John Butler, of James ...	5139	" 9, "	8	1	06	31	93
134	21	J. & W, Ivanny ... ..	5065	May 21, "	8	0	0	31	59
135	26	William Blagdon ... ..	5015	" 21, "	1	3	17	31	82
136	26	Ditto ... ..	5016	April 8, "	0	3	09	31	81
137	Nov. 9	Frank Howell... ..	5057	May 21, "	8	3	0	31	94
138	14	Robert Hall ... ..	4695	April 12, 1883	2	1	18	28	86
139	16	M. Pinsent & G. Grunter.	5062	May 21, 1885	4	3	0	31	96
140	16	Benjamin Davis ... ..	5138	Oct. 9, "	1	0	11	31	96

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
N. W. Arm, Green Bay ..	\$2 00	.....	\$2 00			
Wild Cove, Twillingate ...	4 00	.....	4 00			
Trinity ... ..	2 40	.....	2 40			
Bonne Bay... ..	2 10	.....	2 10			
Black Id. Har., Friday's Bay	1 20	.....	2 20			
Virgin Arm Point, N.D. Bay	1 50	.....	1 50			
Ladle Cove... ..	1 50	.....	1 50			
Heart's Content... ..	2 55	.....	2 55			
Ditto ... ..	2 34	.....	2 34			
Little Bay, N. D. Bay ...	3 00	.....	3 00			
Brigus Junction... ..						
Harry's Harbor, N. D. Bay.	1 50	.....	1 50			
Robin Hood's, Trinity Bay..	2 55	.....	2 55			
Smith's Sound, Ditto ..	2 40	.....	2 40			
Boxey, Fortune Bay ... ..	1 00	.....	1 00			
Do. Do. ... ..	1 00	.....	1 00			
Big Pound, Cove Point ...	2 60	.....	2 60			
Sulian's Cove, L. Bay Isl'd	1 05	\$1 05				
S. W. Arm, near Pool's Isl'd	1 50	.....	1 50			
Pudding Bag C'e, Bona. Bay	1 00	.....	1 00			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
141	Nov. 17	H. & J. Wells...	5085	June 4, 1885	10	0	21	31	84
142	17	Mary A. Abbott ...	5055	May 14, "	0	2	35	31	22
143	19	N. Hanlon & M. McGrath	5141	Nov. 16, "	22	1	04	31	103
144	23	George Brown ...	5090	June 4, "	2	3	22	31	104
145	23	George Short ...	5105	July 8, "	2	3	38	31	98
146	23	W. J. T. & A. Cooper ...	5112	" 8, "	1	0	36	31	107
147	25	Simon Manuel ...	4981	Mar. 8, "	15	0	0	31	110
148	26	John Marshall ...	4986	" 8, "	9	3	24	31	62
149	28	Edward Benson ...	4965	" 12, 1884	8	0	0	30	57
150	28	John Steel ...	5066	May 21, 1885	20	0	0	31	64
151	28	Abraham Richards ...	5048	" 14, "	4	1	14	31	106
152	28	Jonathan Burt ...	5129	Sept. 9, "	6	0	0	31	109
153	28	P. & W. A. Smith...	5130	" 9, "	5	1	10	31	112
154	28	Richard Rolls...	5104	July 8, "	0	2	29	31	108
155	Dec. 1	William Yates ...	5106	" 8, "	3	1	0	31	111
156	7	John Evans ...	5043	May 14, "	5	3	35	31	117
157	21	Eli Paddick ...	5050	" 14, "	6	0	16	31	113
158	29	James Wheeler ...	5142	Dec. 9, "	105	0	0	31	122
159	29	V. L. Taylor ...	5044	May 14, "	8	1	12	31	123
160	29	John Hicks ...	5102	July 8, "	2	0	15	31	99



*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Middle Arm, Green Bay ...	\$3 00	.....	\$8 00			
Bonavista ... ..	1 00	.....	1 00			
Winsor Lake ... ..	6 75	.....	6 75			
Bonavista ... ..	1 00	.....	1 00			
Ditto ... ..	1 00	.....	1 00			
Lower Island Cove ... ..	1 00	.....	1 00			
Southern Arm, Exploits ...	4 50	.....	4 50			
Beaver Cove, Hall's Bay ...	3 00	.....	3 00			
Northern Bight, Random...	2 40	.....	2 40			
Burgoyne's C'e, Smith's S'd	6 00	.....	6 00			
New Bay ... ..	1 35	.....	1 35			
Friday's Bay ... ..	1 80	.....	1 80			
Lobster Harbor, Friday's...	1 65	.....	1 65			
Bonavista ... ..	1 00	.....	1 00			
Twillingate ... ..	1 00	.....	1 00			
Harry's Harbor ... ..	1 80	.....	1 80			
Rabbitt's Arm ... ..	1 80	.....	1 80			
Torbay Road ... ..	5 00	.....	5 00			
Harry's Harbor ... ..	2 55	.....	2 55			
Catalina ... ..	1 00	.....	1 00			

*Crown Lands' Grants issued from Surveyor*

No. Issued.	Date of Issue.	Name of Grantee.	No. of Grant.	Date of Grant	Quantity.			Reg'try	
					A.	R.	P.	Vol.	Folio.
161	Dec. 29	William Etsel...	5101	July 8, 1885	6	3	36	31	100
162	29	Henry Brown...	5164	Dec. 9, "	3	1	32	31	124
163	29	S. Cox, B. Amy, C. Mauerger, W. Cox, C. O'Leary	5150	" 9, "	2	0	22	31	132
164	29	A. W. Lake ...	5095	June 14, "	0	0	03	31	137
165	29	William Knowling...	5135	Sept. 16, "	2	0	0	31	101
166	29	Thomas Reeves ...	4973	Mar. 3, "	2	1	16	30	166
167	29	William Upward ...	5087	June 4, "	3	1	01	31	118
168	29	Charles Grunter ...	5103	July 8, "	2	2	0	31	115
169	29	Ellen, Edward & Emily Mercer,	5115	" 8, "	16	1	0	31	136
					6886	1	05		

SURVEYOR GENERAL'S OFFICE,  
 St. John's, Newfoundland.  
 31st December, 1885.

*General's Office, during the year 1885.*

Locality.	Amount of Grant.	Am't paid Deposit.	Am't paid Office.	Total Am't.	Surveying Fee.	Remarks.
Bonavista ... ..	\$2 10	.....	\$2 10			
King's Cove ... ..	1 00	.....	1 00			
LaPoile ... ..	1 00	.....	1 00			
Fortune ... ..	1 00	.....	1 00			
Sagona ... ..	1 00	.....	1 00			
St. Lawrence ... ..	1 00	.....	1 00			
Harry's Harbor ... ..	1 00	.....	1 00			
Little Loo Cove ... ..	1 00	.....	1 00			
Spaniard's Bay Pond ...	4 80	4 80				
				413 68		

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

No. 10.

*Return of Free Grants issued from the*

No. of Issue.	Date of Issue.	Name of Grantee.	Quantity.			Registry.	
			A.	R.	P.	Vol.	Folio.
1	May 11	John Harris.....	21	3	27	2	27
2	June 3	Weston Spracklin .....	30	.....	.....	.....	21
3	July 28	G. J. and J. Farr .....	27	3	34	.....	23
4	Sept. 16	John Wyse .....	30	.....	.....	.....	28
Total .....			109	3	21		

SURVEYOR GENERAL'S OFFICE,  
 St. John's, Newfoundland,  
 31st December, 1885.

(Signed)  
 J. O. PRASER,  
 Surveyor General.

*Surveyor General's Office for the year 1885.*

Date of Grant.	Locality.	No. of Grant.	Fees.	Remarks.
May 11, 1885	Big Burnt Bay, N. D. Bay ..	156	\$1 00	
Nov. 10, "	Sandy Cove, Goose Bay .....	153	1 00	
Aug. 26, 1884	Carter's Cove, Friday's Bay ..	155	1 00	
Mar. 3, 1885	N. E. Arm, Placentia .....	157	1 00	
Total .....			\$4 00	

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

No. 11.

*Return of Applications for Timber*

Date of Application.	Name.	Square Miles.
July 30, 1884	G. B. Hall, Quebec .....	100
	Ditto .....	50
	Ditto .....	25
	Ditto .....	25
June 16, "	Sir Ambrose Shea .....	100
" 20, "	James J. Winsor.. ..	86
Aug. 2, "	J. W. Phillips .. ..	100
" 2, "	Ditto .. ..	200
Nov. 20, "	George Makinson .. ..	4
Dec. 17, "	John and Frank Curtis .. ..	33
April 14, "	John Cullenen .. ..	18
" 15, "	E. F. Kelly .. ..	8
" 15, "	Ditto .. ..	8
" 23, "	John Rolls .. ..	6
July 7, "	Alexander Lawrence .. ..	4
Nov. 5, "	Thomas Carter and Christopher Fisher .....	5
Dec. 29, "	W. H. Stubbs .. ..	50
		822

N. B.—A verbal application was made by Mr. G. B. Hall, of Quebec, through his agent, Mr. A. R. Neilson, in April, 1884, previous to an exploration to be made by him for the purpose of selection, and a promise was made to him that on return from that exploration his application should hold a priority of claim.

*Limits, under the "Crown Lands' Act," 1884.*

Locality.	Remarks.
Both Sides Exploits River .....	50 miles S. of River acceded to.
Both Sides Badger Brook	Refused.
South Side Sandy Brook	
} Affluents of Exploits River.	Acceded to.
	Ditto.
S. Side Exploits River, W. of No. 1.	
Both Sides Exploits River at } Grand Falls, }	Withdrawn. Application on Badger to be substituted.
Both sides Exploits River .....	45 miles N. of River acceded to.
Both Sides Exploits River .....	As it appears that the Timber limits applied for by Mr. Phillips are either within the Government reserve or al- ready applied for, the Gov- ernment cannot accede to his applications.
Gander River and Lake.	
Rear of Shoal Harbor.	
Indian Brook Hall.	
Askel's Brook, N.E. Arm, New Bay	
Har. Grace Junction, Nfld. Railway	
Brigus Junction, Nfld. Railway.	
Grand River, Codroy.	
N. W. Brook, Cat Bay.	
Between Aldery and Adies Ponds, Humber Valley.	
Both Sides of Exploits River, West of Mr. G. B. Hall's application.	

Surveyor General's Office, St. John's, Nfld., 31st Dec. 1885.

(Signed,)

J. O. FRASER,  
Pro Surveyor General.

No 12. *Return of Crown Rents and Rents of Imperial*

Aaron Crossman	.....	.....	.....	\$30 50
P. Rogerson & Son	.....	.....	.....	173 08
William Coady	.....	.....	.....	110 76
Diocesan Synod	.....	.....	.....	200 00
Dryer & Greene	.....	.....	.....	279 96
James Gleeson	.....	.....	.....	100 00
Right Rev. Dr. Power	.....	.....	.....	90 00
Rev. W. Pilot	.....	.....	.....	288 00
John Power ..	.....	.....	.....	59 54
John Neville ..	.....	.....	.....	40 00
Union Bank ..	.....	.....	.....	240 00
Callahan, Glass & Co.	.....	.....	.....	140 40
W. J. S. Donnelly	.....	.....	.....	60 00
Hon. E. D. Shea	.....	.....	.....	180 00
Estate John Delaney	.....	.....	.....	2 00
John Harris ..	.....	.....	.....	24 00
Clift, Wood & Co.	.....	.....	.....	160 00
W. H. Crowdy	.....	.....	.....	120 00
John Neagle ..	.....	.....	.....	12 00
John Fogarty .	.....	.....	.....	10 00
Estate Geo. Winter	.....	.....	.....	16 15
Geo. J. Smith .	.....	.....	.....	8 50
Savings' Bank.	.....	.....	.....	138 46
William White	.....	.....	.....	10 00
Miller & Co. .	.....	.....	.....	40 00
Francis Trelegan	.....	.....	.....	41 54
Estate Richard Matthews ..	.....	.....	.....	100 00
William Hammond	.....	.....	.....	16 00
Andrew Fitzgerald	.....	.....	.....	23 00
St. John's Gas Company ..	.....	.....	.....	9 23
Edward Bennett	.....	.....	.....	28 00
James Walsh (Cuckold's Cove)	.....	.....	.....	0 24
Estate John Thompson	.....	.....	.....	186 92
Estate Judge DesBarres.....	.....	.....	.....	297 69
Ellen Bowlan .	.....	.....	.....	46 15
				<u>\$3,282 12</u>

Examined and found correct.

(Signed.)

M. T. KNIGHT,  
Act'g Financial Secretary.



*Buildings, for the year ending December 31st, 1885.*

By Repairs to House leased to W. H. Crowdy	.....	\$74 28
“ M. T. Knight, paid him one year's Rent	.....	72 00
“ House South Side, repairs, &c.	.....	206 76
“ paid Auction fees	.....	4 20
“ Ordnance House, repairing gate, &c.	..	23 57
“ J. Oliphant Fraser, repairing Leases	..	15 00
June 30.—By paid Treasury Chèque on Union Bank	..	1,347 78
Dec. 31.— Ditto ditto ditto	..	1,538 53

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**\$3,282 12**

Surveyor General's Office, St. John's, Nfld., 31st Dec., 1885.

(Signed)

J. O. FRASER,  
Pro Surveyor General,

**No. 31.****Report of Postmaster General for 1885.**

[COPY.]

GENERAL POST OFFICE,  
St. John's, Newfoundland,  
20th January, 1886. }

SIR,—

I have the honor to submit, for information of His Excellency the Administrator in Council and both branches of the Legislature, the annual Report of the Post Office Department, with Statements containing full particulars of that branch of the Public Service, for the year ended 31st day of December, 1885, viz.:—

No. 1.—Postmaster General's Account with Local Government.

No. 2.—Statement of Packet Postage collected.

No. 3.—Statement of Inland Postage collected.

No. 4.—Statement of Gross Revenue from Postage and Postage Stamps.

No. 5.—Statement of Salaries paid Postmasters, Way Officers, Clerks and Assistants.

No. 6.—Statement of Amounts paid Contractors conveying Mails.

No. 7.—Number of Registered Letters.

No. 8.—Number of Mails received and despatched, and of Letters contained therein.

No. 9.—Money Order transactions for the year.

**LETTERS.**

The increase in written correspondence has not been to such an extent as contemplated at time of last report. The local letters

have been 24,223 in excess of number in 1884; those from British Provinces and foreign countries, 864 letters; but there has been a falling off in correspondence between the Colony and United Kingdom of 5,830 letters. Net increase over 1884 is 19,257 letters.

#### POSTAGE STAMPS AND POST CARDS.

During the past year sales amount to \$20,781.72, or \$1,115.44 in excess of 1884, and more than double value of sales ten years since.

As a new issue of Stamps will be required before close of the present year, it will be necessary to alter the colours in conformity with the resolutions passed by the Congress of Universal Postal Union, held at Lisbon on 21st day of March, 1885, and to which this Colony, represented by the Delegates of the United Kingdom is a consenting party.

The new Stamps will be :—One Cent, Green ; Two Cents, Red ; Five Cents, Blue, as at present.

Ten Cent Stamps will also be required ; and it is a matter for consideration whether a change of pattern would not be desirable. Of the denominations 12, 13, and 24 there is an ample stock yet, which can be used for packages, the postage on which is more than on ordinary letters.

#### MONEY ORDER OFFICE.

There has been a greater number of Orders issued and paid the past year than during 1884, but not so much value in amount—the commission being only \$6.01 more than that year. Seven thousand one hundred and seventy-four Orders were issued in Newfoundland, value \$121,683.65; two thousand eight hundred and twelve Orders from other countries were paid, value \$53,055.55.

#### POSTAL REVENUE.

The amount paid to the Receiver General the past year, was \$30,400, being \$7,400 more than in 1884; but this must not be considered as the Revenue for the year 1885; the sum of £1,242

11s. 6d. sterling, being received from Canada for Sea Postage of Mails from United States and the Dominion from 1st April, 1879, to 31st December, 1884, in Newfoundland currency, \$5,964.37.

The late Postmaster General was of opinion that this Colony could not claim from the Dominion for carriage of Mails, that the Convention of 1874 ruled the Postal transactions, and that by it we should be guided. Having always held that, on being admitted a member of the Universal Postal Union, this Colony should be paid for sea postage of mails from the United States and Dominion of Canada in Steamers subsidized by it; I furnished the Postal authorities at Washington and Ottawa with an account for sea postage of their mails from Halifax to St. John's, when I found the former had paid to the Postal department at Ottawa their amount, which the latter acknowledged, and have paid, with the claim for carriage of their own mails. The amount to be received in the future will be about \$1,800 a year for both, Canada acting as intermediary between the United States and this Colony.

#### LABRADOR.

This Service was carried out six trips by S. S. 'Lady Glover,' and during the fine weather, most regularly, but the vessel has neither freight or passenger accommodation to meet the wants of the public. The 'Hercules' was sent there after return of the 'Lady Glover' on trip, and independent of the Mail Service, was of much benefit to the sufferers by the gale, bringing a large number of them to their homes in Conception Bay, who would otherwise have been some time without shelter, waiting a passage.

The person in charge of the Mails from Battle Harbor North to Nain, Mr. John McNeil, has carried out the Service in a most satisfactory manner, there not being a single complaint for the season. Much credit is also due to Captain Dawe, of the 'Lady Glover,' and Captain Cross, of the 'Hercules,' for their untiring exertions to make the Service efficient. From Tilt Cove to St. Barbe's, thence to Salmon River and several Ports of Call between that place and Battle Harbor, the 'Plover' was employed, a Clerk from this office having charge of the mails. This Service was performed with regularity and much benefit to the public.

## COASTAL STEAM.

The service per *Plover* has been very regular, but fortnightly trips are not sufficient to meet the requirements of the Northern Districts, neither has the Steamer capacity to meet the wants for freight or passage. Boats of much larger tonnage will not answer, as they could not enter or leave some of the most important ports of call in rough weather, such as Greenspond, Fogo and Little Bay Islands. The proposal for Steamers to make trips every ten days may be good for passengers or freight, but would make the Mail Service very inconvenient for persons in business, as every second trip the Boat would leave two or three days before arrival of Steamer from England, and important correspondence would remain in the office here a week or eight days. A weekly service would meet all the wants of the trade and travelling public. The Steamers should leave St. John's on Thursdays after arrival of Mails from England or Halifax, or should the former be late, as soon after the correspondence is assorted as possible. At present, during the summer season, Mails from the United Kingdom arrive on Tuesday evening or Wednesday forenoon, and remain in the office until following Tuesday; those from Halifax arrive day after Steamer leaves for the North and remain thirteen days in office, a state of things which ought not to be continued.

On the Western Route, the *Curlew* has again lost a full trip, owing to faults in Boiler and Machinery, the work is too much for one Steamer, as the alternate trips to North West Coast, do not leave sufficient time to give the necessary attention to machinery of Engine.

It would be a great benefit to the residents in the District of St. Barbe's if a small Steamer was employed to carry Mails, Freight and Passengers, connecting with Mail Boat at Channel, and visiting all the principal settlements as far North as Flower's Cove, and across the Straits to Lance-au-Loup. On return to Channel, this Boat could cross to Sydney for coaling purposes and take on any correspondence for the Dominion. If a regular fortnightly service between St. John's and North West Coast by Steamers connecting at Channel was established, much of the trade which now goes to Halifax would be diverted to St. John's.

In any arrangements that may be made for conveyance of Mails by Coastal Steamers, it is necessary that proper provision be made for a room in each Boat, with amply space for the Bags and conveniences for assorting Way Letters and other correspondence. No person should have access to the Post Office room, except the sworn Mail Officer in charge. The large number of late letters given to the Mail Officer after the mails are closed at St. John's and on route, necessitate that accommodation for assorting and proper care for their safety be attended to, which cannot be when others besides the Officer in charge have access to the room in which they are.

#### DIRECT STEAM.

With exception of a short time in latter part of April and part of May, when an inferior Boat had to be placed on the route, and when the 'Hanovarian' was wrecked, the service by steamships of the Allan Line has been regular and satisfactory. The Boats of the New York, Newfoundland and Halifax Company have also performed their work well, delivering the mails regularly. They have been a great convenience, giving a weekly communication between the Dominion of Canada and United States and Newfoundland, instead of the fortnightly mails, when only the Allan Boats were employed.

#### SAILING PACKETS.

The two Packets employed in Trinity Bay and one in Bonavista Bay have been very regular. Three Packet Boats are employed in Placentia Bay, and so far have not suffered any delay from ice as in former years, and made their trips last winter also.

The Boat conveying Mails from Placentia to Merasheen, visiting the principal settlements in North of Placentia Bay, was driven on shore in the heavy gale of the 10th instant, but the Contractor at once procured another Boat for the Service, which has not been delayed more than a day. The two Boats employed in Fortune Bay have been nearly as regular as the Steamer, and the Packet plying from Harbor Briton to Burnt Islands, calling at intervening settlements, has also done good work. It will be

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satisfactory, when means are available, to replace these Sailing Packets by small Steamers, giving a more prompt and speedy Mail Service to the large and increasing populations of Trinity, Placentia, and Fortune Bays, and also to the many settlements in District of Burgeo and La Poile, now insufficiently served by the Sailing Packets.

#### NORTHERN MAIL ROUTE

Has been cleared of fallen timber, bridges and tilts built where necessary, others repaired, and some tilts enlarged. The work has been done by Couriers, who for their own comfort, had an interest in its being properly finished. Mails are now delivered to the Couriers at Broad Cove Station, a short distance from Dildo, saving the men some ten miles of travel. Two Mails have been received from Twillingate, the first being 18 days, the second 14 days, on route from Greenspond in 10 days; Salvage, 7 days, and from Shoal Harbor, Random, in 4 days.

#### CENTS.

There is now a large stock of copper coinage in stock ; though much reduced in the autumn months, they have again increased to about nine hundred dollars, a sum which is at present so much dead stock. So long as their value is depreciated by the public giving 24 for a 20 cent piece, they will continue to find their way to the Post Office, many getting change for a five cent piece, with which they can buy two three cent stamps at the Post Office, while at the Book Stores they have to pay four copper cents for one.

#### FRANKING.

This system is very unfair to the Post Office. The past year 21,345 letters were conveyed by the Post Office to and from the Outports, and a large number of packages with printed forms, stationery, Election papers, &c., entailing much additional cost on the Postal Department, for which it is not credited a cent. The postage for Public Departments the past year amounted to over two thousand dollars, which sum the Department ought to get credit for, and each Public Office debited with its proportion.

In the United Kingdom, United States, and other countries they have found it necessary to do away with franking, and if the same plan was adopted in Newfoundland, it would be better for the public interest.

#### POST OFFICE.

The Building intended for the business of this department has been erected, and the internal arrangements are expected to be completed early in May. With increased facilities for handling and assorting Mails, and an efficient staff to carry out the work, the service should be made satisfactory to the public.

In any addition made to the staff care should be had that the persons to be appointed are of sober business habits, as any others are useless. They are liable to be called at any hour of the night or morning, and require clear heads to perform their duties correctly. Many of the appointments made heretofore, were persons not at all fitted to perform the duties and have been a hindrance, instead of assistance, in carrying out the work. The remuneration for employees in the Post Office Department, is not such as to encourage competent persons to seek situations in it. Prince Edward Island pays more liberal salaries than are allowed in this department, with nothing like same amount of labor to perform.

In this department the work is continuous and never declines to any appreciable amount. Mails are opened at all hours when received, and Office also for delivery at any time before midnight, but in the Dominion no Mail is opened after 9 P. M., and if one should be at that time, the office is only kept open fifteen minutes to deliver.

In conclusion, I would state that the employees are always ready to attend at opening of Mails, when called at night or during the early hours of morning, and have been generally more attentive to their duties than in former years.

I have the honour to be, Sir,  
Your obedient Servant,

(Signed,)

GEO. LEMESSURIER,  
for Postmaster General.

The Hon. EDWARD D. SHEA,  
Colonial Secretary.



No. 1. *The Postmaster General of Newfoundland in Account with the Local Government.*

1885.	DR.	
Jan. 1.—To	Balance from 1884 Account ..	\$148 03
Dec. 31.—“	Postage on Correspondence per British and American Packets, year ended this date .....	651 33
“	Amount of Inland Postage .....	508 28
“	Amount of postage on Way and loose letters .....	198 47
“	Amount of postage on letters posted at St. John's for Town delivery .....	2 60
“	Amount of fees on Foreign letters delivered by Carriers .....	89 76
“	Amount of fees from Box holders .....	415 80
“	Amount of Commission on Money Orders .....	920 00
“	Amount of postage and Post Cards sold the year 1885 .....	20,781 72
“	Sea postage from Canada from 1st April, 1879, to Dec. 31, 1882, £608 0s. 3d. stg. .....	2,918 47
	To 31st Dec., 1884, £634 11s. 3d. ....	3,045 90
“	Sea Postage on Mails from United Kingdom the year ..	3,024 00
	Brought forward .....	\$32,704 36



*in Account with the Local Government.*

1885.	CR.	
Dec. 31.—By	Amount paid Receiver General	\$30,400 00
“	Amount of Postage on Unclaimed Letters	71 12
“	Amount of Postage on Official Correspondence during the year..	48 62
“	Amount paid for Special Mail Service and Incidental Expenses ..	104 53
“	Amount of Postage Stamps sent to Officers of the Universal Postal Union..	29 73
“	Amount of Discount on Postage Stamps and Cards sold \$20,781.72, at 5 per ct.	1,039 08
“	Amount of Transit Postage remitted to Washington, for West India, Brazilian and Pacific Mails ..	181 60
“	Balance to 1886 Account ..	829 68
		\$32,704 36

(Signed,)

GEO. LEMESSURIER,  
for Postmaster General.

[No. 2.]

*Statement shewing Amount of Postage collected at the several Post Offices in Newfoundland, on Correspondence per British Packet, the year ended 31st day of December, 1885.*

NAME OF POST OFFICE.	AMOUNT.
Bay Bulls .....	\$6 20
Bay of Islands.....	4 58
Bay Roberts .....	1 96
Bett's Cove and Nipper's Harbor ..	1 42
Blackhead .....	2 78
Bonavista .....	3 88
Brigus .....	5 72
Burgeo .....	3 86
Burin .....	4 96
Carbonear .....	12 32
Catalina .....	1 56
Channel .....	6 58
Ferryland .....	4 86
Fogo .....	6 15
Greenspond .....	2 56
Harbor Briton .....	11 98
Harbor Grace .....	45 23
Heart's Content ..	7 92
King's Cove .....	1 96
La Poile .....	3 08
Little Bay .....	3 86
Placentia .....	5 42
Rose Blanche .....	3 70
Trinity .....	4 26
Twillingate .....	9 70
	166 50
St. John's .....	484 83
	\$651 53

(Signed,)

GEO. LEMESSURIER,  
For Postmaster General.

[No. 3.]

*Statement shewing the Amount of Inland Postage remitted by the several Post Offices in Newfoundland, during the year ended 31st day of December, 1885.*

NAME OF POST OFFICE.	AMOUNT.
Bay Bulls .....	\$5 26
Bay of Islands .....	3 53
Bay Roberts .....	38 12
Bett's Cove and Nipper's Harbor.....	1 92
Blackhead .....	31 70
Bonavista .....	4 38
Brigus .....	38 43
Burgeo .....	1 83
Burin .....	37 04
Carbonear .....	54 67
Catalina .....	00 41
Channel .....	3 40
Ferryland .....	5 42
Fogo .....	8 70
Greenspond .....	4 24
Harbor Briton .....	6 03
Harbor Grace .....	120 96
Heart's Content ..	19 07
La Poile .....	00 91
Little Bay .....	9 09
Little Placentia ..	8 03
Placentia .....	10 71
Rose Blanche .....	3 00
Trinity .....	10 05
Twillingate .....	9 18
	<hr/>
	436 08
St. John's .....	72 20
	<hr/>
	\$508 28

(Signed,)

GEO. LEMESSURIER,  
For Postmaster General.

[No. 4.]

*Statement shewing Gross Revenue collected at the several Post Offices in Newfoundland, in Postage and for Postage Stamps sold, the year ended 31st day of December, 1885.*

Name of Post Office.	Postage collected.	Stamps sold.	TOTALS.
Bay Bulls .....	\$11 46	\$58 04	\$69 50
Bay of Islands .	8 11	88 00	96 11
Bay Roberts ..	40 08	402 00	442 08
Bett's Cove and Nipper's Har. .	3 34	30 00	33 34
Blackhead .....	34 48	51 00	85 48
Bonavista .....	8 26	121 90	130 16
Brigus .....	44 15	532 50	576 65
Burgeo .....	5 69	135 00	140 69
Burin .....	42 00	6 00	48 00
Carbonear .....	66 99	601 89	668 88
Catalina .....	1 97	90 12	92 09
Channel .....	9 98	252 00	261 98
Ferryland .....	10 28	60 00	70 28
Fogo .....	14 85	269 34	284 19
Greenspond .....	6 80	125 24	132 04
Harbor Breton .	18 01	339 00	357 01
Harbor Grace ..	166 19	1,508 00	1,674 19
Heart's Content .....	26 99	405 00	431 99

*Statement shewing the Gross Revenue collected at the several Post Offices in Newfoundland, &c.—(Continued.)*

Name of Post Office.	Postage collected.	Stamps sold.	Totals.
King's Cove .. .. .	\$1 96	\$41 00	\$42 96
LaPoile .. .. .	3 99	74 25	78 24
Little Bay .. .. .	12 95	291 20	304 15
Little Placentia .. .. .	8 03	.....	8 03
Placentia .. .. .	16 13	166 00	182 13
Rose Blanche .. .. .	6 70	83 00	89 70
Trinity .. .. .	14 31	170 00	184 31
Twillingate .. .. .	18 88	326 08	344 96
	<u>\$602 58</u>	<u>\$6,226 56</u>	<u>\$6,829 14</u>
St. John's .. .. .	557 03	14,555 16	15,112 19
	<u>\$1,159 61</u>	<u>\$20,781 72</u>	<u>\$21,941 33</u>

(Signed,)

GEO. LEMESSURIER,  
for Postmaster General.

[No. 5.]

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
General Post Office, St. John's.	George LeMessurier .....
	George LeMessurier .....
	Thomas S. Dwyer . . . . .
	John Freeman .. . . .
	John Higgins .. . . .
	James Campbell .. . . .
	George W. LeMessurier .. . . .
	James Moore .. . . .
	Edward Devereux . . . . .
	John Kinsella .. . . .
	John Kelly .. . . .
	James Cox .. . . .
	Alexander Ewing . . . . .
	Valentine English . . . . .
	George Thompson. . . . .
James Nowlan . . . . .	
E. LeMessurier . . . . .	
Bay Bulls .. . . .	Martin Burke . . . . .
Bay of Islands .. . . .	William S. Bagg . . . . .
Bay Roberts .. . . .	William Fraser . . . . .
Bett's Cove .. . . .	William Cunningham .. . . .
Blackhead .. . . .	John C. Moores . . . . .
Bonavista .. . . .	James Mifflin . . . . .
Bonne Bay .. . . .	John R. Roberts . . . . .
Brigus .. . . .	Sarah Stentaforde . . . . .
Britannia Cove .. . . .	Pierce Currie . . . . .
Brooklyn .. . . .	M. D. Stares .. . . .
Burgeo .. . . .	John C. Cunningham .. . . .
Burin .. . . .	Thomas Winter .. . . .
Carbonear .. . . .	Tryphena Nicholls .. . . .
Catalina .. . . .	Tryphena Jeans .. . . .
Channel .. . . .	Nathan Smith .. . . .
Ferryland .. . . .	John Morry .. . . .
Fogo .. . . .	James Fitzgerald.. . . .
Grand Bank .. . . .	George R. Forsey . . . . .
Greenspond .. . . .	William Lang . . . . .



*and Assistants, the year ended 31st day of December, 1885.*

Service.	Amount.
For Postmaster General	\$830 00
Accountant	800 00
Superintendent Money Order Office	800 00
Second Clerk	650 00
Third Clerk	550 00
Fourth Clerk	450 00
Assistant Clerk	450 00
Assistant, Money Order Office	400 00
Assistant Clerk and Assorter	360 00
Ditto	320 00
Paper Delivery	320 00
Letter Carrier, East	330 00
Ditto	330 00
Letter Carrier, West	280 00
Ditto	120 00
Messenger	100 00
Office Keeper	120 00
Postmaster	70 00
Do.	80 60
Do.	140 00
Do.	320 00
Do.	60 00
Do.	100 00
Do.	60 00
Postmistress	242 00
Postmaster	30 00
Do.	40 00
Do.	80 00
Do.	120 00
Postmistress	330 00
Do.	50 00
Postmaster	100 00
Do.	100 00
Do.	160 00
Do.	50 00
Do.	100 00

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
Harbor Briton ..	Tryphena Birkett..
Harbor Grace ..	Andrew T. Drysdale ..
Harbor Grace ..	John Foley ..
Harbor Main ..	Johanna Ezekiel ..
Heart's Content ..	George Moore ..
Holyrood ..	Ellen Veitch ..
King's Cove ..	Patrick Murphy ..
La Poile ..	Joseph LeScellear ..
Little Bay ..	Richard D. Walsh ..
Little Placentia ..	Alexander Burke..
New Perlican ..	Francis Howell ..
Nipper's Harbor..	S. A. Blackler ..
Old Perlican ..	George Tuff ..
Placentia ..	Hannah Bradshaw..
Rose Blanche ..	Philip Sorsoliel ..
St. George's ..	C. R. Bishop ..
St. Lawrence ..	Alice Vavasour ..
St. Mary's ..	Patrick Walsh ..
Shoal Harbor ..	James S. Butler ..
Trinity ..	Anne Cross ..
Twillingate ..	Josiah Colbourne..
Anchor Point ..	William Genge ..
Anderson's Cove ..	James Thornhill ..
Aquaforte ..	Peter Winsor ..
Baine Harbor ..	Lemuel Roberts ..
Bald Nap ..	William Gulliford ..
Bareneed ..	George F. Payne ..
Battle Harbor ..	William Bendell ..
Bay-de-Verds ..	Stephen Blundon..
Bay L'Argent ..	Harriet Grandy ..
Beau Bois ..	George Dober ..
Belleoram ..	Julia Cluett ..
Bishop's Cove ..	David Barrett ..
Bonaventure ..	George Field ..
Branch ..	Margaret English..
British Harbor ..	Arthur Gardiner ..
Broad Cove, Trinity	James Pilley ..
Brunette ..	Ambrose Thornhill ..

and Assistants, the year ended 31st day of December, 1885.

Service.		Amount.
Postmistress	.....	\$170 00
Postmaster	.....	450 00
Letter Carrier	.....	120 00
Postmistress	.....	50 00
Postmaster	.....	180 00
Postmistress	.....	50 00
Postmaster	.....	70 00
Do.	.....	30 60
Do.	.....	140 00
Do.	.....	70 00
Do.	.....	47 00
Do.	6 months	15 00
Do.	.....	50 00
Do.	.....	160 00
Do.	.....	60 00
Do.	.....	50 00
Do.	.....	40 00
Do.	.....	50 00
Do.	.....	60 00
Do.	.....	160 00
Do.	.....	160 00
Way Officer, 6 months	.....	4 00
Do.	.....	8 00
Do.	.....	12 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	12 00
Do.	.....	24 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	30 00
Do.	9 months	6 00
Do.	.....	20 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
Burnt Island ..	Philip H. Brock .....
Burnt Point ..	Thomas Tucker .....
Cape Broyle ..	Martin Cashin .....
Cape LaHune ..	Robert Keeping .....
Cape Norman ..	John Brewer .....
Caplin Bay ..	William Johnson .....
Cat Harbor ..	Henry Robins .....
Cat's Cove ..	Thomas O'Brien .....
Change Island ..	Justinian Dowell .....
Clarke's Beach ..	William Newell .....
Coachman's Cove	William Breen .....
Codroy ..	John Gillis .....
Collier's Bay Cove	Uriah Thorn .....
Conception Harbor	John Harman .....
Conche ..	Kate Dower .....
Coomb's Cove ..	Clara Mary Vallis ..
Cottel's Island ..	Daniel Turner .....
Crabb's Brook ..	Moses Huelin .....
Dildo ..	Albert Smith .....
Englee ..	James Duun .....
English Harbor, Fortune	William Evans .....
Do. Trinity	Henry Geo. Batstow ..
Exploits ..	Thomas A. Winsor ..
Fermeuse ..	William Trainor .....
Flat Islands, Bonavista	Zebedee Bailey .....
Do. Placentia	Henry W. Crann .....
Flower's Cove ..	James Wilcox .....
Fortune ..	John E. Lake .....
Fortune Harbor .	Richard Hamilton ..
Fox Cove ..	Charles Clinton .....
Freshwater ..	William Lamb .....
Gambo ..	Simeon Osmond .....
Gander Bay ..	John Bursey .....
Gargnelle ..	William Langston ..
Garnish ..	Sabina Grandy .....
Gaultois ..	Richard Bradshaw ..
George's Brook ..	Charles Pelley .....
Glover Town ..	Elijah Barry .....

*and Assistants, the year ended 31st day of December, 1885.*

Service.		Amount.
Way Officer	.....	\$8 00
Do.	3 months	4 00
Do.	.....	30 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	12 00
Do.	.....	16 00
Do.	9 months	6 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	20 00
Do.	.....	12 00
Do.	.....	40 00
Do.	.....	24 00
Do.	.....	8 00
Do.	.....	12 00
Do.	.....	16 00
Do.	.....	35 00
Do.	.....	20 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	24 00
Do.	.....	30 00
Do.	3 months	2 00
Do.	do.	2 00

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
Gooseberry Island .....	Ambrose Jeans .....
Grand River Valley .....	Mesmin O'Quin .....
Grate's Cove ..	William Meadus .....
Great Codroy ..	James Downey .....
Green's Harbor ..	Hezekiah Burt .....
Griquet ..	A. G. Crocker .....
Hant's Harbor ..	Jane A. Green .....
Harbor Buffett ..	Thomas E. Collett ..
Harbor Mill ..	William Janes .....
Heart's Ease ..	William Balson .....
Heart's Delight ..	Samuel Humphries ..
Hermitage Cove ..	Martha Francis .....
Herring Neck ..	Henry Miles .....
Hickman's Harbor ..	Joseph Pelley .....
Hodge's Cove ..	James Drover .....
Holyrood, St. Mary's ..	William St. Croix.....
Indian Arm ..	Edward Humly .....
Inner Island ..	Moses Davis .....
Island Cove ..	John Crane .....
Jackson's Cove ..	Henry Knight .....
Joe Batt's Arm ..	Thomas Deady .....
Keels ..	Edward Penny .....
Kelligrew's ..	William Tilley .....
Ladle Cove ..	Abraham Tulk .....
Lamaline ..	James Pitman .....
La Poile, Great Harbor ..	Francis Reed .....
Lawn ..	J. Walsh .....
Leading Tickles ..	Phœbe Alcock .....
Lee Bight ..	Isaac Adey .....
Little Bay Island ..	John Campbell .....
Little River, Codroy ..	Alexander McIsaacs .....
Lower English Harbor ..	William Hackett .....
Lower Island Cove ..	George Cooper .....
Merasheen ..	Mary Hennessy .....
Morton's Harbor ..	Mark Osmond .....
Musgrave Harbor ..	John B. Wheeler .....
New Bay ..	Peter Moore .....
New Harbor ..	Thomas Newhook ..

*and Assistants, the year ended 31st day of December, 1885.*

Service.		Amount.
Way Officer	.....	\$8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	12 00
Do.	.....	16 00
Do.	.....	32 00
Do.	.....	20 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	24 00
Do.	.....	20 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	24 00
Do.	.....	24 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	24 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	40 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	20 00
Do.	6 months	4 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	8 00
Do.	.....	8 00

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
Northern Arm ..	Catherine Woodford .
Northern Bay ..	Mary Hogan .....
Northern Bight..	Edward Benson .....
North River ..	John Brian .....
Ochre Pit Cove...	Josiah Garland .....
Oderin ..	Kate Quirk .....
Open Hall ..	George Shears .....
Paradise ..	Patrick Haley .....
Pass Island ..	Elizabeth Strickland.
Peddleton ..	Francis Peddle .....
Musgrave Town.	Linyard and Amy Brown .....
Perry's Cove ..	Rachel Kellaway .....
Petty Harbor ..	Jacob Bishop .....
Pool's Cove ..	Henrietta Cross .....
Pool's Island ..	Peter House .....
Port-de-Grave ..	James B. Butler .....
Portugal Cove ..	Margaret Dooley.....
Pouch Cove ..	John Easterbrook.....
Pushthrough ..	Henry Camp .....
Rencontre, Fortune Bay	Catherine Giovanni .
Rencontre, Hermitage	Joseph Earle .....
Renews ..	Margaret Jackman ..
Riverhead, St. Mary's	Edward Lee .....
Robinson's Head	Thomas W. T. Evans .....
Russel's Cove ..	Stephen Durdell .....
Sagona ..	Stephen Snooks .....
St. Anthony ..	Henry Moore .....
St. Bride's ..	J. E. Conway .....
St. Jacques ..	George Snelgrove.....
St. John's—King's Bridge.....	Richard Hayes .....
“ —Riverhead .....	Henry Collis .....
“ —South Side .....	Leah Taylor .....
Salmon Cove, Port-de-Grave.....	William Hussey .....
“ Trinity .....	William A. Gabriel..
Salmonier ..	Mrs. Carew .....
“ South. ..	Bridget Cormack ..
Salvage ..	James Burden, jr. ..
Scilly Cove ..	Jacob Hiscock .....



*and Assistants, the year ended 31st day of December, 1885.*

Service.			Amount.
Way Officer	.....	.....	\$24 00
Do.	.....	.....	12 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	5 00
Do.	.....	.....	12 00
Do.	.....	.....	24 00
Do.	.....	.....	8 00
Do.	.....	.....	24 00
Do.	.....	.....	8 00
Do.	.....	.....	16 00
Do.	.....	.....	8 00
Do.	.....	.....	12 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	30 00
Do.	.....	.....	50 00
Do.	.....	.....	20 00
Do.	.....	.....	20 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	12 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	20 00
Do.	.....	.....	8 00
Do.	.....	.....	8 00
Do.	.....	.....	13 75
Do.	.....	.....	12 50
Do.	.....	.....	25 00
Do.	9 months	.....	6 00
Do.	3 months	.....	2 00
Do.	.....	.....	24 00
Do.	.....	.....	8 00
Do.	.....	.....	30 00
Do.	.....	.....	16 00

*Statement of Amounts paid to Postmasters, Way Officers, Clerks*

Name of Office.	Officer's Name.
Seal Cove ..	George Prince .....
Seldom-Come-By ..	P. Newell .....
Sound Island ..	Philip Brown .....
South Side Harbor Grace ..	Jacob Noseworthy ..
Spaniard's Bay ..	Leah Earle .....
Summerside ..	Thomas Carter .....
Swain's Island ..	George Hann .....
Thoroughfare ..	Thomas Mills .....
Tickle Cove ..	Adam Skiffington .....
Tilt Cove ..	Leander N. Gill .....
Tilton Harbor ..	Martha Brawders ..
Toad's Cove ..	Catherine Driscoll ..
Topsail ..	Maria Moyse ..
Torbay ..	John Maguire .....
Trepassey ..	Mary Devereux .....
Trinity East ..	Reginald Mills .....
Upper Small Point ..	Grace Hayden .....
Valen Island ..	John Brown .....
Western Bay ..	Jane Kennedy .....
Western Cove ..	James J. Sparks .....
Witless Bay ..	James Shanahan .....

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Acting Financial Secretary.

and Assistants, the year ended 31st day of December, 1885.

Service.		Amount.
Way Officer	.....	\$8 00
Do.	.....	8 00
Do.	.....	16 00
Do.	.....	40 00
Do.	.....	30 00
Do.	.....	8 00
Do.	.....	8 00
Do.	9 months	6 00
Do.	.....	8 00
Do.	.....	19 00
Do.	.....	8 00
Do.	.....	8 00
Do.	.....	20 00
Do.	.....	20 00
Do.	.....	24 00
Do.	.....	20 00
Do.	6 months	4 00
Do.	.....	20 00
Do.	.....	20 00
Do.	.....	8 00
Do.	.....	8 00
		<u>\$13,650 25</u>

(Signed,)

GEO. LEMESSURIER,  
For Postmaster General.

[No. 6.]

*Statement of Amounts paid to Contractors and others, for Conveyance of Mails, the year ended 31st day of Dec., 1885.*

Route.	Contractor's Name.	Amount.
Bay L'Argent and Belleoram	Philip Grandy .....	\$500 00
Bay Roberts and Peddleton.	Francis Peddle .....	109 00
" Port-de-Grave	John Andrews .....	120 00
" Salmon Cove.	Adriel Hierlihy .....	120 00
" Tilton .....	Moses Gosse . .....	220 50
Brigus and Cupids .....	Jane Le Drew .....	59 00
" Salmon Cove ..	William Coughlan .....	900 00
Brooklyn and James' Cove .	George Haines .....	20 00
Burin and Beau Bois .....	M. Hunt .. ..	40 00
" Garnish .....	John Baker, 7 trips .....	28 00
" Isle Valen ...	William Smith .....	500 00
" Lamaline .....	Slaney and Barbage .....	195 40
" Placentia .....	William Ryan .....	920 00
Carbonear and Bay-de-Verds	James Evans .....	220 00
" " "	William Perfect .....	228 00
" New Perlican	Joseph Peers .....	320 00
Channel and Codroy .....	John Downey, 13 trips ..	104 00
Collier's Bay & Chance Cove	Solomon Miller .....	40 00
" New Harbor.	Elisha Elford .....	80 00

*Statement of Amounts paid to Contractors and others, for Conveyance of Mails, the year ended 31st day of Dec., 1885.*

Route.	Contractor's Name.	Amount.
Exploits and Leading Tickles	Samuel Budget . . . .	\$120 00
Fortune and Grand Bank . .	Joseph Hiscock . . . .	180 00
Gaultois and Hermitage. . . .	John Dowding . . . .	140 00
Grate's Cove & New Perlican	George Howell . . . .	240 00
Greenspond and Cape Freels	William Spurrell . . . .	80 00
“ Gander Bay	Benjamin Tulk . . . .	240 00
“ Pool's Isl'd.	John Abbott, 9 months..	15 00
Harbor Breton & Channel . .	William Buffett . . . .	800 00
“ Garnish . .	Thomas White . . . .	540 00
“ Hermitage	John Harris . . . .	138 48
Hr. Grace & Carbonear . . . .	Robert Lahey . . . .	430 50
“ Railway Station	Ditto . . . .	184 50
Hr. Main & Conception Hr..	William Brick . . . .	192 00
Heart's Content & Green's Hr.	Thomas Faust . . . .	100 00
“ Hant's Hr.	Elial Hopkins . . . .	108 00
“ Shoal Hr..	Edmund Seward . . . .	797 00
Heart's Ease & Nort'n Bight.	Edward Benson . . . .	100 80
Jersey Harbor and Little Bay	Charles White . . . .	8 00
King's Cove & Greenspond..	Patrick Murphy . . . .	360 00
“ Tickle Cove..	Michael Devine . . . .	112 00

*Statement of Amounts paid to Contractors and others, for Conveyance of Mails, the year ended 31st day of Dec., 1885.*

Route.	Contractor's Name.	Amount.
Lark Harbor & Birchy Cove.	Chafe	\$70 00
Lawn Ferry and Birchy Cove	Andrew Strong	24 00
Little Bay and Jersey Har. .	William Rose	8 00
New Har. and Green's Har..	Edward Woodman	55 20
" Peddleton ..	Ditto	75 00
Placentia and Branch	Pierce Burke	208 00
" Little Placentia	Alexander Burke	92 00
" Merasheen	Patrick Murphy	440 00
Port-au-Choix & Bonne Bay.	William Prosper	12 00
" Flower's O'e	William Langston	11 00
St. George's and Gravels	Augustine McDonald	160 00
" Highlands	John McPherson	120 00
" Bonne Bay.	Adolph Garnier	35 00
St. John's and Brigus	William Coughlan, 2 trips.	32 00
" Harbor Main.	Ditto 1 trip.	12 00
" Portugal Cove	Ditto	200 00
" Railway Stat'n	Ditto	400 00
" Renews	Ditto	600 00
" Petty Harbor.	Emmanuel Chafe	40 00
" Placentia	Edward Sinnott	1200 00

*Statement of Amounts paid to Contractors and others, for Conveyance of Mails, the year ended 31st day of Dec., 1885.*

Route.	Contractor's Name.	Amount.
St. John's and Pouch Cove .	John Easterbrook .....	\$40 00
“ “ ..	John Maguire .....	40 00
St. Kyran's and Paradise ..	Thomas Sullivan .....	160 00
St. Mary's and Peter's River.	William St. Croix .....	80 00
“ Salmonier ..	George Carew .....	200 00
Salvage and Gambo .....	Patrick Daley .....	100 00
Shoal Harbor and Trinity ..	Joseph Pitman .....	200 00
Spaniard's Bay & Island C'e	John Crane .. ..	100 00
Topsail and Railway T. P. O.	Joseph Moyse .....	80 00
Killegrews “	William Tilley .....	24 00
Tilt Cove and Shoe Cove ..	Denis Hennessy .....	16 00
Trinity and Bonavista .....	Thomas White .....	180 00
“ British Harbor .	Richard Hiscock .....	60 00
“ Brooklyn .....	Francis Stares .....	200 00
“ English Harbor.	Henry George Batstow ..	20 00
“ Heart's Content.	John Milley .. ..	936 00
“ King's Cove ..	George De Grish .....	136 00
Twillingate & Herring Neck	Charles Hayter .....	80 00
“ Moreton's Hr.	Henry Pearce .....	80 00
Mail Clerk Railway T. P. O.	William Coughlan, jr. ..	600 00

*Statement of Amounts paid to Contractors and others, for Conveyance of Mails, the year ended 31st day of Dec., 1885.*

Route.	Contractor's Name.	Amount.
Mail Clerk Railway T. P. O.	James Coughlan .....	\$600 00
Flower's C'e & Lance-au-Loup	William Norman .....	24 00
" St. Barbe's ..	William Norman .....	4 00
		<u>\$17,364 38</u>

(Signed,)

**GEO. LEMESSURIER,**  
for Postmaster General.

(Signed,)

**M. T. KNIGHT,**  
Acting Financial Secretary.



[No. 7.]

*Statement shewing the Number of Registered Letters received and sent through the General Post Office, St. John's, Newfoundland, during the year ended 31st day of Dec., 1885.*

	Number.
Amount received from United Kingdom ..	726
Received from British Provinces . . . . .	944
Received from United States . . . . .	515
Received from Postmasters ..	4705
Registered at St. John's . . . . .	2839
	9733
Sent to United Kingdom ..	814
Sent to British Provinces ..	767
Sent to United States ..	550
Sent to Postmasters . . . . .	2713
Returned to writers, as persons addressed could not be found . . . . .	13
Delivered at St. John's . . . . .	4876
	9733

(Signed,)

GEO. LEMESSURIER,  
for Postmaster General.

[No. 8.]

*Statement shewing the Number of Mails and Letters contained therein, received and sent through the General Post Office, St. John's, Newfoundland, during the year ended 31st day of December, 1885.*

	No. of Mails.	No. of Letters.
Received from Outports .....	5,160	195,076
Received from Labrador .....	36	25,402
Received from United Kingdom ..	114	133,353
Received from British Provinces and Foreign Countries .....	541	135,797
Despatched to Outports .....	5,395	201,417
Despatched to Labrador .....	44	26,676
Despatched to United Kingdom ..	163	102,393
Despatched to British Provinces and Foreign Countries .....	363	107,098
	<u>11,816</u>	<u>927,212</u>

(Signed)

GEO. LEMESSURIER,  
For Postmaster General:

[No. 9.]

*Statement shewing the Number and Amount of Money Orders issued and paid, and the Commission accruing thereon at the several Money Order Offices in operation, during the year ending 31st December, 1885.*

Offices.	Orders Issued.		Commis- sion received.	Orders Paid.	
	No.	Amount.		No.	Amount.
Bay Bulls. ....	.....	.....	.....	20	\$370 56
Bay of Islands .....	46	\$575 06	\$5 92	3	75 94
Bay Roberts .....	126	644 57	11 02	37	885 57
Bett's Cove .....	37	595 49	5 11	16	359 39
Blackhead .....	27	289 20	4 01	2	21 60
Bonavista .....	123	1706 59	16 93	37	982 76
Brigus . .....	132	1799 23	22 28	28	443 18
Britannia Cove .....	14	119 23	1 51		
Burgeo .....	73	1051 59	11 03	19	405 34
Burin . .....	95	1978 84	16 10	26	587 45
Carbonear .....	270	4545 41	47 43	54	732 68
Catalina .....	52	351 71	6 00	20	500 12
Channel .....	152	2749 41	26 73	35	833 97
Ferryland .....	16	78 64	1 24	18	419 10
Fogo .. .....	58	621 97	9 83	19	385 25
Grand Bank .....	138	3258 05	31 87	7	103 64
Greenspond .....	93	1467 44	14 14	20	381 25
Harbor Briton .....	138	1893 71	21 66	15	387 08

*Statement shewing the Number and Amount of Money Orders issued and paid, &c — (Continued.)*

Offices.	Orders Issued.		Commis- sion received.	Orders Paid.	
	No.	Amount.		No.	Amount.
Harbor Grace .....	918	\$17778 70	\$187 48	169	\$2576 47
Harbor Main .. ...	23	692 34	3 89	2	29 32
Heart's Content .....	242	2442 59	30 18	41	787 54
Holyrood .....	14	113 07	1 19	6	102 62
King's Cove .....	44	476 96	6 92	5	88 70
Little Bay .....	301	8592 33	53 91	54	1479 54
La Poile .....	21	190 13	2 93	2	55 20
Old Perlican .. ...	32	439 54	4 21	2	11 46
Placentia .....	7	130 96	0 99	25	506 63
Rose Blanche .....	55	704 76	8 54	6	166 58
St. George .....	13	99 62	1 47		
St. John's .....	3530	61342 40	752 21	2042	37552 17
St. Mary's .....	.....	.....	.....	4	54 00
Shoal Harbor .....	34	216 80	3 65	4	68 82
Trinity . .....	121	1350 93	16 58	35	834 20
Twillingate .....	228	3382 82	42 52	39	867 42
	7174	\$121683 65	\$1369 48	2812	\$53055 55

(Signed,)

T. S. DWYER,  
Superintendent.

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Acting Financial Secretary.

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*Commission Account, 1885.*


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## DR.

To proportion paid British and Dominion Offices.....	\$447 40
“ Amount passed to Revenue Account, 31st Dec.....	920 00
“ Balance carried to Credit of Account, 1886 .....	15 25
	\$1,382 65

## CR.

By Balance from 1884.....	\$13 17
“ Cash received for Commission on Orders issued in Newfoundland .....	1,369 48
	\$1,382 65

(Signed,)

T. S. DWYER,  
Superintendent.

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Acting Financial Secretary.

*Statement shewing the extent of Money Order Transactions with the United Kingdom, the Dominion of Canada, and the United States, during the year ended 31st December, 1885.*

Countries.	Orders issued in Newfoundland, payable in other Countries.		Orders issued in other Countries, payable in Newfoundland.	
	No.	Amount.	No.	Amount.
England .....	1774	\$24,592 30	220	\$3,794 62
Ireland .....	213	3,315 82	32	348 78
Scotland .....	357	6,160 74	27	449 42
<b>Total of the United Kingdom..</b>	<b>2344</b>	<b>34,068 86</b>	<b>279</b>	<b>4,592 82</b>
Ontario and Quebec .....	831	9,335 95	113	2,144 76
Nova Scotia .....	868	23,988 58	149	3,088 32
New Brunswick.....	154	3,004 94	23	449 90
Prince Edward's Island .....	43	1,024 35	19	211 94
The United States..	1064	14,291 05	379	6,546 29
	<b>5304</b>	<b>\$85,713 73</b>	<b>962</b>	<b>\$17,034 03</b>

(Signed,)

T. S. DWYER,  
Superintendent.

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Acting Financial Secretary.

*Summary of Money Order Transactions for the year ended  
31st December, 1885.*

	No.	Amount.
Orders issued in Newfoundland, payable in the United Kingdom .....	2344	\$34068 86
“ in Newfoundland, payable in the Dominion of Canada .....	1896	37353 82
“ in Newfoundland, payable in the United States .. .. .	1064	14291 05
“ in Newfoundland, payable in New- foundland .. .. .	1870	35969 92
	<u>7174</u>	<u>\$121683 65</u>
Orders issued in the United Kingdom, payable in Newfoundland .....	279	4592 82
“ in the Dominion of Canada, payable in Newfoundland .....	304	5894 92
“ in the United States, payable in Newfoundland . . . . .	379	6546 29
	<u>962</u>	<u>\$17034 03</u>

(Signed,) T. S. DWYER,  
Superintendent.

Examined and found correct.

(Signed,) M. T. KNIGHT,  
Acting Financial Secretary.

*Comparative Statement of the Money Order Branch of the Newfoundland Post Office, for the years 1883, 1884, 1885.*

Money Orders issued in Newfoundland,	1883.		1884.		1885.	
	No.	Amount.	No.	Amount.	No.	Amount.
Payable in the United Kingdom	2070	\$31335 04	2350	\$37276 34	2344	\$34068 86
Dom. of Canada.	1316	24837 95	1849	35235 96	1896	37353 82
United States ..	952	10817 73	957	14037 23	1065	14291 05
Newfoundland ..	1579	33708 28	1675	38082 46	1869	35969 92
	5917	100699 00	6831	124631 99	7174	121683 65
Commission .....	.....	1109 39	.....	1363 47	.....	1369 48
		\$101808 39	.....	\$125995 46	.....	\$123053 13

**MONEY ORDERS PAID IN NEWFOUNDLAND.**

Money Orders paid in Newfoundland,	1883.		1884.		1885.	
	No.	Amount.	No.	Amount.	No.	Amount.
Issued by the United Kingdom	250	\$3341 92	284	\$3527 90	279	\$4592 82
Dom. of Canada.	256	5150 32	261	6591 31	304	5894 92
United States ..	320	6378 72	304	5537 19	379	6546 29
Newfoundland ..	1579	34191 28	1693	38302 68	1850	36021 52
	2405	\$49062 24	2542	\$53959 08	2812	\$53055 55

(Signed,)

T. S. DWYER,  
Superintendent.

Examined and found correct.

(Signed,)

M. T. KNIGHT,  
Acting Financial Secretary.



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**No. 32.****Report of the Hon. Robert Thorburn, President of  
the Water Company, 1885.**

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OFFICE OF GENERAL WATER CO., }  
March, 1885. }

SIR,—

I have the honor of transmitting herewith a Statement of the Affairs of the General Water Company for the past year; Detailed Statement of expenditure on account of the Volunteer Fire Brigade, and the usual Report of Mr. John Martin, the Company's Engineer.

The financial position of the Company shows an improvement on the preceding year, which is chiefly accounted for by an increased import of coal, to extent of fourteen thousand tons, there having been 64,000 tons imported in 1884, against 50,600 tons imported in 1883.

The general collections are also in a more forward state than at the corresponding period of last year.

The sum of \$8,000, expended on new works at debit of the Company in Statement of last year, appears now at credit, having been borrowed by order of the Government from the Savings' Bank, where it represents part of the funded debt of the Company.

The Volunteer Fire Brigade, under Superintendent Winsor, continues to work with harmony and efficiency.

Telephonic communication has been established between the three fire stations, thus affording prompt information concerning the location of fires, which cannot fail to be of great advantage to the firemen in the discharge of their duties, and will save much of their valuable time, which has, heretofore, been wasted by false

alarms, and imperfect information as to where their services are required.

Mr. John Wills was again employed during the summer months as Inspector of Water Fittings, and the Directors have reason to believe, his services were of value in economizing the water supply, and from his practical knowledge of plumbing, in a manner conducive to the benefit of owners of house property.

The supply of water in the higher parts of the town has again been found deficient, particularly during the prevalence of frost, when its indiscriminate use to prevent freezing drained the higher levels of the city.

It will be seen on reference to Mr. Martin's report that a project for cleaning the Company's mains has engaged his attention, which the Directors find to be a matter of great importance, and if practicable, they consider no time should be lost in giving effect to the operation, as without a further supply of water, the recent pipe extensions will not result in supplying the inhabitants of the localities where the mains have been laid; nor can they hope to be able to meet the demand for water in George's Town and neighborhood, where the present supply has not pressure enough to ascend, however willing the Directors may be to lay pipes to carry it.

For a detailed statement of the work done during the past twelve months, the Directors respectfully refer to Mr. Martin's report, which accounts for the large amount of materials used in carrying out the various improvements sanctioned by the Government.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

ROBERT THORBURN,  
President General Water Company.

Hon. E. D. SHEA,  
Colonial Secretary.

**No. 33.****Report of General Water Company, 1885.**

OFFICE OF GENERAL WATER Co., }  
 March, 1886. }

SIR,—

I have the honor of transmitting herewith, Statement of the Affairs of the General Water Company for the past year. Detailed Statement of Expenditure on account of Volunteer Fire Brigade, and Report of Mr. John Martin, the Company's Engineer, together with Report of Superintendent Winsor of the Fire Brigade.

The disbursements of the Company have been on an unusually large scale, arising from the pipe cleaning operations referred to in last annual report, which difficult undertaking was successfully concluded last autumn under supervision of Mr. Burchell, Government Engineer, whose valuable services were of much benefit to the Company, [in the absence from ill-health, of their own Engineer, Mr. Martin, and too much praise cannot be accorded to Mr. Burchell for the energy and perseverance displayed by him in accomplishing an exceedingly difficult task, whereby the water supply has been permanently increased to an extent beyond what was anticipated, and future cleansing of the mains will now be a matter of easy accomplishment.

Another cause of abnormal expense has arisen in the purchase of a portable Steam Fire Engine, which the late President was authorized by the Government to procure, when on a visit to Scotland during last summer. The engine was purchased in London from the well-known makers, Messrs. Merryweather & Sons, who had it on exhibition at the "Inventories" where it obtained the first prize, and it has given proof of its effectiveness on several occasions at recent fires.

The purchase of a pair of trained horses for the Engine, with harness and wages of driver, has added to expenses of this department, but must be considered in the light of a good investment.

The loan of \$8,000, referred to in the Annual Statement of last year, has, by order of the Government, been returned to the Savings' Bank, and forms a charge on the resources of the Company for the current year.

The Volunteer Fire Brigade has never been in a more efficient condition, and Superintendent Winsor seems to possess the confidence and esteem of the entire force.

For details of work done by the Company during the past year, the Government is respectfully referred to the Report of Mr. Martin.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,)

**THEODORE CLIFT,**

Secretary, General Water Company.

To the Hon'ble

The Colonial Secretary.

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*General Water Company Statement for the year 1885.*


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## EXPENDITURE.

Volunteer Fire Co., as per Statement herewith.....	£1,252	10	4
Labor Bills for the year .....	1,458	8	7
Edward Flynn, 12 months' wages Watering Vessels	140	0	0
Inspector Wills, 12 months' services. ....	117	0	0
Salaries, Engineer and all other Officials .....	962	10	0
Contingent expenses, Rent, Stationery, Coal, Printing, Advertizing, Insurance, Cash refunded, and sundry small accounts .....	358	6	2
Amount of Invoices of Pipes, Lead, Brass, Hose, Cocks, Hardware, Plumber work, Wheelwrights' account, Castings, &c., &c. ....	1,106	1	4
Cost of New Steam Fire Engine .....	974	17	2
Expenses connected therewith, including pair horses	339	13	11
Cost of Pipe cleaning operations.....	902	19	11
Mr. Burchell, superintending by order of Government .....	125	0	0
Cost of Vacant Lands' Appraisement, 1884, per Messrs. Hally and LeMessurier, Appraisers, £25 each .....	50	0	0
Judges Prowse and Conroy, revision of Appraisers, £12 10s. each .....	25	0	0
Cost of Triennial Appraisement:—			
W. D. Halley .....	125	0	0
Henry LeMessurier .....	125	0	0
Judges Prowse and Conroy revision, £25 each	50	0	0
R. R. W. Lilly, services on do. ....	12	10	0
Cost of hose for Dry Dock, by order of Executive.	204	11	4
Board of Works, per Sanitary's service .....	1,250	0	0
Ditto balance of Sewerage for 1884 ..	879	15	7
Twelve months' interest on Capital Stock, £91,500, at 5 per cent. ....	4,575	0	0
Carried forward ..	£15,034	4	4



*Statement for the year 1885.*

## RECEIPTS.

Balance on hand at Commercial Bank from 1884..	£3,986	15	11
Duty on Coal and Water Rates on Shipping for the year .....	5,138	3	9
Water Rates collected during the year .....	7,266	2	0
Sewerage collected during the year..	1,317	18	0
Sewerage, Government Grant in aid of this acct. .	200	0	0
Carbonear Water Company for materials, &c., &c..	170	5	8
Watering Vessels, labor, &c., for the year .....	1,234	3	7
Insurance Co's. tax in aid Volunteer Fire Co. ....	145	16	7
Outstanding Cheques and interest unclaimed ....	112	17	3
	<u>£18,572</u>	<u>2</u>	<u>9</u>
Balance due Commercial Bank.....	11	3	7
	<u>£18,583</u>	<u>6</u>	<u>4</u>

E. &amp; O. E,

St. John's, Nfld., 31st December, 1885.

(Signed,)

THEODORE CLIFT,

Secretary and Director

General Water Co.

*Volunteer Fire Company Statement, 1885.*

Watchmen on the Three Stations for the year	....	£254	16	0
Labor, keeping hose in order during the year	.....	27	17	0
Central Hall Gas account	.....	4	10	0
Snow and Craig, account for oil and Carriage hose and lamps	.....	14	3	8
Snow, account Tinware, &c.	.....	10	11	3
Scrubbing three Halls	....	6	0	0
Winsor and Myrick, making and repairing Hose Car- riages	.....	41	7	6
J. McCoubrey, printing	..	2	19	6
Beams for chairs	.....	2	8	0
Insurance on Central Hall	.....	1	17	6
Foley, making and repairs to Uniforms during the year	..	30	17	6
Collecting Uniforms, &c.	.....	4	14	6
Three Secretaries	.....	22	10	0
Key keepers, East and West Stations, during year	..	7	0	0
Notifying Brigade, &c.	..	2	4	0
W. Grieve & Co., cloth for coats	.....	40	19	0
Rent of West End Hall	..	12	10	0
Labor for trial of Engine.	.....	1	1	0
Cleansing Hall, &c.	....	1	0	0
Expenses connected with alterations of Eastern Hall for accommodation of horses and Engine	.....	82	8	5
Collier, for painting and varnishing Hose Carriages.	.....	30	0	0
Special Watchmen on Regatta day	....	2	5	0
Watchmen for services during the Pipe cleansing	..	11	7	0
One Torch Light	.....	0	5	0
Telegraph Company, amount of account erecting Telephones	....	32	10	0
Curren and Loyatt, iron ware	.....	1	4	0
William McGrath, Smith-work	.....	2	4	9
Terra Nova Foundry account	.....	9	12	6
W. and G. Rendell, coal	.....	3	3	9



Whiteford, clock .....	£0 6 6
Thos. Carnell, making Hose Carriages for West End	19 0 0
Refreshments for Brigade at practice ..	5 9 1
James Gleeson, amount of account ..	39 10 7
James Martin, mugs .....	0 10 0
Quirk, sand .....	0 15 0
Nurse's Estate, six month's rent of Central Hall....	7 0 0
Coals, per Stirling, for three Stations .	39 18 0

## New Steam Engine—

Paid for coal .....	£2 16 6
Labor on landing .....	6 0 0
Putting Engine in order .....	4 0 0
Engineer, 6 months....	52 4 0
Groom and Watchmen.	24 15 0
Freight of harness .....	1 11 6
Torch light and oats ..	2 4 10
125 bushels oats .....	16 3 4
4 bags pollard .....	2 10 0
Repairing Traces .....	0 6 0
	<hr/>
	112 11 2
Amount of Invoice of Hose, per 'Hanovarian' .....	113 3 2
Superintendent Winsor, 12 month's salary .....	100 0 0
Yearly Grant to Volunteer Fire Company .....	150 0 0
	<hr/>
	<u>£1,252 10 4</u>

Correct.

FRED. WINSOR,  
Superintendent.

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**No. 34.****Report of Mr. John Martin, Engineer General Water Company, for 1885.**

ST. JOHN'S,  
Feb. 15th, 1886. }

DEAR SIR,—

I beg leave to submit to you the Annual Report for the year ending December 31st, 1885.

The labor bill is higher this year than usual on account of extra labor. I shall try and explain to you how this extra labor did occur.

I suggested in my last year's report the necessity of cleaning the rust out of the main water pipes. I also mentioned Mr. Keating of Halifax, who had successfully done this work for years. I was ordered to correspond with him on the subject, and I did so, but on account of bad health, I had to leave the country for three months; on my return, Mr. Burchell had taken the work in hand to clean the pipes, so I am glad to say it has been successfully done from the end of twenty-four inch main pipe into town; this is where the extra labor and expense does occur. I may here say, the cleaning of the pipes has increased the water supply in town wonderfully; in fact had this work not been done the high part of the town would have been without water, the same as last winter. I suggest that the whole main pipe be cleaned right through to the pond this summer; if this work is done it will increase the water supply in town still more. The total length of main pipe which is still to be cleaned, between the town and the pond, is one thousand yards (1,000 yards). It is true that this part of the pipe is all in deep cutting and very little fall, only two feet on the whole length, and the part between the water-house and the pond is the most difficult part of the whole work to be done. At the same time it can be done, and I could do it with very little ex-

pense. I also bring under your notice the scouring drain at Rennie's river; the present pipes that are down are clay ones, and they are all broken. In this case I should advise iron to be laid in place of them.

The wood work at the overflow or waste wear; this wood is getting rotten and requires to be renewed this summer. The wood raft which was put on the pond last November for the purpose of preventing the shell ice from blocking up the supply box, although this was not a perfect success, it was as near to it as possible, only a few more pieces of wood and it would be perfect. It was only twice blocked up, although the season was one of the worst that was seen for making shell ice, so this great trouble and difficulty is nearly got over.

I have also to bring under your notice the main pipe that supplies George's-town; this pipe is quite too small for that purpose now, and when fire does arise in that locality, the present pipe cannot supply a sufficient quantity of water for the hose. The present pipe is four inches in diameter, and I should say six-inch pipe will be the right size. This would give sufficient quantity of water.

I beg leave to bring under your notice the old pipe in Water street, which has been down nearly forty years, and when it was put down it was only six inches in diameter. This pipe is also quite too small for the requirements of that street. In this case I should say ten-inch pipe is the right size.

The length of new main pipes laid down and the localities where they are laid:—

Lazy Bank—size of pipe, six inches diameter; length			
of pipe, three hundred feet; cost of pipe	.....	£60	0 0
Cost of cutting rock	.....	50	0 0
Long's Hill—six-inch pipe; length of pipe, 300 feet;			
cost of pipe	.....	60	0 0
Cost of cutting gravel	.....	15	0 0

Road to St. Andrew's School, Masonic Temple—six-in.			
pipe, length of pipe, 150 feet; cost of pipe	.....	£30	0 0
Cost of cutting gravel	.....	7	10 0
William Street—4-inch pipe; length of pipe, 500 feet;			
cost of pipe	.....	50	0 0
Cost of cutting	.....	25	0 0
New main pipe continued, Flavin's Lane—4-inch pipe;			
length, 210 feet; cost of pipes	.....	21	0 0
Cost of track cutting	.....	10	10 0
Brazil Street—six-inch pipe; length, 60 ft. • cost of pipe		15	0 0
Cost of track cutting	.....	6	0 0
Total length of new main pipe laid down for the year, 1,520 feet.			
Total length of main pipes laid down altogether, 18 miles, 1,416 yards.			
No. of new service pipes laid down for the year, 50; total cost, £250.			
Total number of service pipes altogether, in the country and town, 1,710.			
New fountains for the year, one.			
Total number of public fountains in town altogether, 41.			
Total number of private fountains, 25.			
Total quantity of water run off daily by these fountains, 190,080 gallons.			
Number of new hydrants put up for the year, five; cost, £25.			
Total number of hydrants in town for fire purposes, 143.			

I cannot close this report without bringing under your notice the great traffic of horses on the pond; at the same time there is no necessity for horses on the pond, as there is a good road all along the side of the pond, and that road can be used the same as any other road where there is no pond to go on. Now, the quantity of horse manure which is left on the ice is great; all this helps to pollute the water supply for the town, and it is our duty to make the water as pure as it can be made for the town; in fact the Company should buy up all the land around the pond, so as to prevent or stop all farming going on, as where farming commences manure also commences, and sewerage and drains all find a way into the pond.

I have mentioned all this before in my reports, but I hope this time something will be done in this matter.

Your obedient Servant,

(Signed,) J. MARTIN.

THEODORE CLIFT, ESQ.,  
Secretary General Water Co.

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**No. 35.**

**Report of Mr. Fred. Winsor, Superintendent of Fire  
Brigade, 1885.**

St. JOHN'S,  
11th Feb., 1886. }

SIRS,—

I have the honor to forward to you the following report of the St. John's Volunteer Fire Brigade. The officers and men have, during the past year, given me great satisfaction by their regular attendance at fires and the manner in which they performed their work.

The Brigade was called out for active work thirty-six times during the past year. The new Steam Fire Engine, which was imported last fall, cannot be spoken too highly of, it did good work at the Rope-walk fire, and had it not been for its use at a fire on the night of December 25th, I believe the whole of George's-town would have been destroyed, as the Firemen would have been powerless to stop the flames without its assistance; the horses used for the Engine are thoroughly trained, and will take their places upon an alarm sounding; thirty seconds after an alarm the Engine is on its way to the fire. As the water is always kept

hot in the boiler by means of a pipe from a small stove in the station, it does not take over seven minutes to get up steam.

If reservoirs were built under all the public tanks or fountains, say about twelve feet square, which would be kept full by the waste water, they could be used to great advantage in case of a large fire, or if the water pipes were out of order.

If the Superintendent and Officers of the Brigade were allowed by law, to enter into and inspect all Factories and other large buildings three or four times a year, and if such buildings as the Atlantic Hotel were compelled to keep fire escapes, it would be of great benefit, as where the officers of the Brigade are not aware of the position of stairs, hatches, &c., in such buildings as I have mentioned, it is a great disadvantage in time of fire.

A new Central Hall is much needed as the one now standing is far too small.

Hoping you will give these humble suggestions your consideration, and thanking you for past favors.

I have the honor to be,

Sirs,

Your most obedient Servant,

(Signed,)

FREDK. WINSOR,

Supt. Fire Brigade.

To the Directors of the  
General Water Co., St. John's.

## No. 36.

**Dr. John Paterson, Esq., Treasurer, in Account with  
the Harbor Grace Water Company.**

1884.

July 7.—To Balance due from last Account .....	£14	13	2
“ Cash paid in for Assessments £550	5	8	
“ Cash paid Water Rates on Vessels .....	66	6	6
“ Cash paid for fittings, labor, &c. ....	30	4	0
	<u>        </u>	<u>        </u>	<u>        </u>
		£646	16 2

1885.

July 4.—To paid for Assessments .....	£577	4	1
“ paid for Water Rates on Ves- sels .....	26	3	8
“ paid for fittings, labor, &c. .	14	12	5
	<u>        </u>	<u>        </u>	<u>        </u>
		618	0 2

Carried forward .. .. . £1,279 9 6





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**with the Harbor Grace Water Company.** **Cr.**


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1884.				
Oct. 1.—By	One ton coal, per John Lynch .....	£1	5	0
“ 1.—“	Paid John Lynch, quarter's salary ....	25	0	0
Nov. 3.—“	Paid Rent acc't, John Lynch, 6 months in advance .....	10	0	0
“ 29.—“	Paid John S. Morris, repairing Hose ..	11	9	6
“ 29.—“	Paid Matthew Wills, drive to Lake....	0	2	6
Dec. 31.—“	Paid Interest on Stock, for 6 months to date .....	322	10	0
“	Paid Nfld. Savings' Bank, 12 month's interest .. .. .	96	7	0
“	Paid Volunteer Fire Brigade, half yearly amount .. .. .	12	10	0
“	Paid Estate of late Rachel Grun, bal- ance of interest .....	3	15	6
“	Paid William Tapp, Smith's bill .....	3	3	6
“	Paid Jillard Brothers .....	0	2	5
“	Michael Jones .....	0	3	1
“	John Lynch, quarter's salary .....	25	0	0
“	Paid C. W. Ross & Co., sundries .....	0	19	0
“	Paid labor for past six months .....	23	11	0
		<hr/>		
		£535	18	6
1885.				
Jan. 19.—To	Paid C. L. Kennedy, sundries .....	1	5	3
“ 27.—“	Paid C. Watts, for 2 quarter's salary, from 1st July .....	50	0	0
“ 30.—“	Paid J. C. Withers, advertizing .....	0	10	0
“ 30.—“	Paid Mark Walsh .. .. .	1	10	0
May 7.—“	Paid J. Lynch, 6 mos. rent in advance.	10	0	0
“ 28.—“	Paid C. Watts, quarter's salary to Apl. 1	25	0	0
June 27.—“	Paid sundry carting .....	0	13	3
“ 30.—“	Paid Literary Institute for three years' use of room .....	6	0	0
		<hr/>		
	Carried forward .. .. .	£680	9	6

**Dr. John Patterson, Esq., Treasurer, in Account**

1885.	Brought forward ..	.....	£1,279 9 6
0 0 13	.....		
0 0 25	.....		
0 0 10	.....		
0 0 11	.....		
0 0 0	.....		
0 0 10	.....		
0 0 7	.....		
			<u>£1,279 9 6</u>

**Recapitulation of year's Income :—**

	Amount of Assessments .....	£1,127	9	9
0 0 8	“ Water Rates on Vessels .....		92	10 2
0 0 3	“ Fittings and Labor .....		44	16 5
			<u>£1,264</u>	<u>16 4</u>

1885.

DR.

July 6.—To Balance due (brought over) to next Acct. £167 6 0

Examined and found correct.

DANIEL J. GREEN, }  
JOHN TAPP, } Auditors.

**with the Harbor Grace Water Company.****Cr.**

1885.	Brought forward	.....	£680	9	6
	By Paid John Lynch, quarter's salary	....	25	0	0
	“ Paid sundries for 6 months' interest ...		322	10	0
	“ Paid Vol. Fire Brigade, half-yearly				
	amount ..	.....	12	10	0
	“ Paid C. Watts, quarter's salary to date		25	0	0
	“ Paid labor for past 6 months	.....	46	14	0
			<u>£1,112</u>	<u>3</u>	<u>6</u>
July 6.	—Balance due to next account.	.....	167	6	0
			<u>£1,279</u>	<u>9</u>	<u>6</u>

E. &amp; O. Ex.

July 6th, 1885.

For the Harbor Grace Water Co.,

(Signed,)

C. J. WATTS,

Secretary.

**No. 37.****Report of Carbonear Water Company, 1885.**

CARBONEAR,  
3rd Jan'y, 1886. }

SIR,—

I beg to submit, for the information of the Government, the following Statement in reference to the affairs of the Carbonear Water Company.

Mr. John Martin, Engineer to the General Water Company, having surveyed the several Lakes in the vicinity of Carbonear, reported that an inexhaustible supply of water could be obtained from Island Pond, situated at a distance of about four miles from the town, and at an altitude of three hundred and sixty feet, and that the cost would not be greater than to bring the water from a Lake only two and one-half miles from the town, which the Company at first proposed to use, but which it was found would furnish only a very limited supply.

His estimate of the cost being thirty-four thousand dollars, (\$34,000) the Company having adopted Mr. Martin's report, operations were commenced under his superintendence in September last, and by the end of December the work was finished and the water turned on.

The Main Pipe, which extends upwards of a mile through Water street, consists of—600 yards 14-inch pipe; 7,250 yards 10-inch pipe; 750 yards 6-inch pipe; 300 yards 4-inch pipe.

Only one branch, consisting of 100 yards, 2½ inch pipe, has as yet been laid.

It was not the intention of the Company to have had any portion of the main pipe smaller than six inches, but the very large number of pipes broken compelled the Company to purchase

and use 300 yards of four inch pipes. For this breakage the Company hold the Shippers, the Allan Line, responsible, and have commenced a suit at Law for £350 damages.

Hydrants have been placed all through Water street at a distance of 100 yards apart, and in like manner public fountains at similar distances.

The cost of the works has been \$34,000, the Capital Stock of the Company having been, with the consent of the Government, extended to that sum, all of which has been taken up at four per cent. The Company has secured the services of an active and intelligent young man, who has agreed to superintend the works and collect the rates for the sum of \$320 per annum.

The total annual expenses are estimated at \$1,800. The receipts from the tax on Shipping are expected to be about \$400. The appraised rental of property is \$18,400, which necessitates an assessment of 8 per cent. to cover the expenses. The Government consenting, the rate has been, for the present, fixed at that.

Owing to some delay upon the part of the Appraisers and at the Court of Revision, there have been no rates collected at this date.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

JOHN RORKE,

President.

(On behalf of the Directors of the Carbonear Water Company.)

Hon. E. D. SHEA,

Colonial Secretary.

## No. 38.

**Report of the Cashier of the Newfoundland Savings' Bank, for year ending 31st Dec., 1885.**

Amount of Deposits on 31st December, 1885	.....	\$1,787,054 49
“ “ “ “ 1884	.....	1,660,492 92
Increase of Deposits for the year 1885	.....	126,561 57
Amount deposited during the year 1885	.....	447,999 14
“ withdrawn during the year 1885	.....	321,437 57
Amount received for interest on investments of all kinds	.....	77,695 29

Which Account was thus closed:—

Added to Depositors' Accounts for interest for the year	.....	\$50,460 03
Paid Salaries, Directors, &c.	.....	4,720 00
Paid rent of Offices and other charges.	.....	1,101 39
Paid Harbor Grace disbursements	.....	625 00
Balance to Reserve Account	.....	20,788 87
		<u>\$77,695 29</u>

The Reserve Account, as follows:—

CR.		
By Balance from 1884	.....	\$3,360 43
“ Profit of the year 1885	.....	20,788 87
		<u>\$24,149 30</u>

DR.		
To paid Premium on Debenture No. 8.		\$4 00
Paid Cashier and Accountant additional Salaries for 1884, by order of Directors and Executive Council	.....	800 00
Transferred to Sinking Fund	.....	23,000 00
Balance to 1886	.....	345 30
		<u>\$24,149 30</u>

The ASSETS are as follows:—

Deposits in Union Bank .....	\$370,226 04
“ in Commercial Bank .....	109,322 28
Colonial Debentures .. .. .	1,140,488 85
General Water Company Stock .. .	105,500 00
General Water Company running Account .....	37,200 00
Harbor Grace Water Company Stock .....	8,100 00
Harbor Grace Water Company running Account .	8,000 00
Carbonear Water Company Stock ..	6,181 20
Mortgages and Fee-simple Property .....	92,415 80
Discounts and Loans .. .. .	5,882 42
Surveyor General for Awards .....	2,083 20
	<hr/>
	<u>\$1,885,399 79</u>

## CONTRA.

The Deposits .....	\$1,787,054 49
“ Sinking Fund .....	98,000 00
“ Reserve Account .. .. .	345 30
	<hr/>
	<u>\$1,885,399 79</u>

Respectfully submitted.

EDWARD MORRIS, Cashier.

Certified by—

W. V. WHITEWAY, }  
E. WHITE, } Directors.

### THE DEPOSITS.

2068	Accounts under.....	\$200
945	“ from .....	\$200 to 500
429	“ “ .....	500 to 1000
244	“ “ .....	1000 to 2000
79	“ “ .....	2000 to 3000
19	“ “ .....	3000 to 4000
15	“ “ .....	4000 to 5000
18	“ over .....	5000.

3817 Accounts.

### STATEMENT OF SINKING FUND, 31ST DECEMBER, 1885.

#### CR.

1879.—Dec. 31.—	By amount transferred from the “ Reserve” of the Savings’ Bank to the credit of this account in accord with Act 42 Vic., Cap. 20 .....	\$100,000 00
1880.—	Transferred this year .....	19,000 00
1881.—	Do. do. ....	13,000 00
1882.—	Do, do. ....	14,182 07
1883.—	Do. do. ....	14,300 00
1884.—	Do. do. ....	15,000 00
1885.—	Do. do. ....	23,000 00
		\$198,482 07

#### DR.

1881.—February.—	Less applied to liquidation of Colonial Debentures by order of the Government .....	\$100,482 07
Now at Credit	.....	\$98,000 00

EDWARD MORRIS,  
Cashier.

31st December, 1885.



## No. 39.

**General Statement of the Affairs of the Union Bank of  
Newfoundland, for the year ending 30th May, 1885.**

LIABILITIES.			
To Proprietors' Capital. ....	.....	£114,000	0 0
“ Reserve Fund .....	.....	60,000	0 0
“ Profit and Loss (undivided profit) .....	.....	3,480	13 8
“ Bank Notes in Circulation .....	.....	158,486	0 0
“ Due by Bank (including deposits at interest, payable in January and July only, on re- ceiving 15 days notice) .....	.....	560,939	12 2
“ Dividend, No. 60, of 6 per cent., for half year ending 30th November, 1885. £6,840			
“ Dividend, No. 61, of 6 per cent., for half year ending 30th May, 1885 .....	6,840		
“ Bonus, No. 27, of 15s. per share, end- ing 30th May, 1885 .. .. .	3,420		
		£17,100	
Less Dividend to 30th Nov., last paid ..	6,840		
		10,260	0 0
		<u>£907,166</u>	<u>5 10</u>
ASSETS.			
By Specie in vault of the Bank .....	.....	£50,952	19 6
“ Notes of other Bank .....	.....	2,799	0 0
“ Bills discounted, Loans, &c. ....	.....	473,492	10 7
“ Balances due by Agents and Funds available in 15 days .....	.....	375,064	7 10
“ Leasehold Premises, Water Street .....	.....	857	7 11
“ Bank Premises, Iron Safes and Furniture .....	.....	4,000	0 0
		<u>£907,166</u>	<u>5 10</u>

JAMES GOLDIE

(Signed)

Manager

Exam before me at St. John's, this 12th day

of June, A. D. 1885.

D. W. PROWER, J. P.

(Signed)

*Average amount of Notes in Circulation and Specie on hand on each Month of the year, ending 30th May, 1885.*

Month.	Circulation.	Specie.	Month.	Circulation.	Specie.
1884.			December ...	£198,993	£88,651
June .....	£188,362	£95,430	1885.		
July .....	182,692	95,334	January .....	182,626	90,388
August .....	181,398	94,692	February .....	175,784	92,709
September ..	183,250	95,725	March .....	164,156	91,887
October .....	204,496	92,377	April .....	168,267	91,756
November ...	224,753	87,618	May .....	163,285	58,450
			Average for the year.....	£184,838	£89,584

We, the undersigned Directors of the Union Bank of Newfoundland, hereby certify that, to the best of our knowledge and belief, the within is a true and correct Statement of the Affairs of the Bank.

(Signed,)

ROBERT THORBURN,  
A. W. HARVEY,  
W. J. S. DONNELLY,  
J. B. GRIEVE.

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.

(Signed,) JAMES GOLDIE,  
Manager

Sworn before me, at St. John's, this 12th day  
of June, A. D. 1885.

(Signed,) D. W. PROWSE, J. P.

## No. 40.

**General Statement of the Commercial Bank of Newfoundland for year ending 30th June, 1885.**

DR.		
To Proprietors for Capital Stock .....		£76,500 0 0
“ Notes of this Bank in Circulation .....		82,539 0 0
		£159,039 0 0
“ Due to sundries on Current Accounts, Deposit receipts, &c. ....		247,619 14 1
“ Dividend at 8 per cent .... £6,120 0 0		
Of which one-half was paid		
December, 1884 .....	3,060 0 0	
		3,060 0 0
“ Bonus at 1 per cent. ....		765 0 0
“ Reserve Fund . ....		15,000 0 0
“ Profit and Loss, unappropriated .....		2,336 18 10
		£427,820 12 11
CR.		
By Specie in the Vault in Gold and Silver Coin .....		£39,913 14 5
“ Notes of and Cheques on other Banks....		5,087 10 0
		45,001 4 5
“ Debenture Bonds, Water Stock, Dominion and other Securities, including interest due thereon .....		83,551 8 10
“ Local Bills discounted, Bills of Exchange on hand, amounts due from other Banks, &c. ....		292,767 19 8
“ Bank premises, with Iron Safes, Office furniture and fixtures, land adjoining, with brick buildings erected thereon .....		6,500 0 0
		£427,820 12 11

*Average amount of Notes in Circulation and Specie on hand in each Month for the year ending 30th June, 1885.*

1884.	Notes.	Specie.	1885.	Notes.	Specie.
July .....	£93,923	£32,994	January ....	£101,088	£28,494
August .....	93,473	32,181	February ....	95,227	28,266
September ..	94,217	30,909	March .....	92,039	27,847
October .....	112,899	30,041	April .....	91,042	27,020
November ..	120,720	29,656	May .....	91,066	26,980
December ...	110,586	29,003	June .....	83,851	41,825
Average for the year .....				£98,344	£30,434

We, the undersigned, Directors of the Commercial Bank of Newfoundland, hereby certify that, to the best of our knowledge and belief, that the within Account is a true and correct Statement of the Affairs of the Bank, as made up from the Books of the said Bank to 30th June, 1885.

(Signed,)

J. GOODFELLOW,  
CHAS. BOWRING,  
GEO. A. HUTCHINGS,  
EDWIN J. DUDER,  
A. F. GOODRIDGE,

NEWFOUNDLAND, }  
St. JOHN'S, }  
To Wit. }

HENRY COOKE, of St. John's, Manager of the Commercial Bank of Newfoundland, maketh oath and saith, that the within Statement is just and true to the best of his knowledge and belief.

(Signed,)

HENRY COOKE,  
Manager

Sworn before me, at St. John's, this 3rd day  
of July, A. D. 1885.

(Signed,) D. W. PROWSE, J. P.

**No. 41.****Report of Newfoundland Consolidated Copper Mining Company, 1885.**

*To all to whom these Presents shall come:—*

I, SIR ROBERT NICHOLAS FOWLER, Baronet, Lord Mayor of the City of London, do hereby certify that on the day of the date hereof, personally came and appeared before me, NICOL BROWN, the Deponent named in the Affidavit hereunto annexed, and by solemn oath, which the said Deponent then took before me in due form of Law, did solemnly and sincerely depose to be true the several matters and things mentioned and contained in the said annexed Affidavit.

In faith and testimony whereof, I, the said Lord Mayor, have hereunto signed my name and caused the Seal of the Office of Mayoralty of the said City of London, to be hereunto put and affixed, and the Statement mentioned and referred to in and by the said Affidavit to be hereunto also annexed.

L. S.  
Mayor.

Dated in London, the Twenty-ninth day of September, in the year of our Lord one thousand eight hundred and eighty-five.

(Signed,) R. N. FOWLER,  
Mayor.

(Signed,) FRANK S. JACKSON,  
Deputy Registrar.

**KINGDOM OF ENGLAND,**  
**CITY OF LONDON,**  
**To Wit.**

I, **NICOL BROWN**, of No. 3, Lombard Street, in the City of London, Secretary of the Newfoundland Consolidated Copper Mining Company, maketh oath and say :

1.—That I am personally well acquainted with the President and the Directors of the Newfoundland Consolidated Copper Mining Company, and that **JOHN MATHESON MACDONALD**, who hath signed the foregoing Statement is the President, and **JAMES MACANDREW**, **JOHN WILLIAMS** and **THOMAS WILLIAM MEATES**, who hath also signed the said Statement are three of the Directors of the Newfoundland Consolidated Copper Mining Company.

2.—That the contents of the said Statements are in all things true.

(Signed,) **NICOL BROWN,**  
 Secretary.

Sworn at the Mansion House, in the City of London, this Twenty-ninth day of September, 1885, before me,

(Signed,) **R. N. FOWLER,**  
 Lord Mayor, London.

*Annual Report of the Newfoundland Consolidated Copper Mining Company, for the year ending 30th September, 1884, as required by 36 Vic., Cap. 8, Sec. 22.*

Amount of Capital subscribed, currency .....	£625,000	0	0
Amount of Capital paid up .....	625,000	0	0
Amount of Debts due by the Company .....	138,636	3	4
Amount of Debts due to the Company .....	79,948	4	1

London,

JOHN M. MACDONALD, President.  
 J. MACANDREW, Vice-President.  
 JOHN WILLIAMS,  
 T. W. MEATES.

This is the Statement referred to in the Affidavit of NICOL BROWN, sworn before me, this 29th day of September, 1885.

R. N. FOWLER,  
 Lord Mayor, London.

**No. 42.**

**Statement of the Affairs of the Newfoundland Steam Screw Tug Company, 31st December, 1885.**

Amount of Capital subscribed .....	\$50,400	00
Amount of Capital paid in .....	50,400	00
Liabilities .....	None.	
Debts due to Company .....	None.	

(Signed,) ROBERT THORBURN, President.  
 THOS. R. SMITH, } Directors.  
 WILLIAM BOYD, }  
 JOHN GREEN, Secretary.

Declared before me, this 2nd day of Feb.,  
 1886, at St. John's, Newfoundland.

(Signed,) D. W. PROWSE,  
 Stipendiary Magistrate.

(Signed,) JOHN GREEN.

**No. 43.**

**Annual Report of the Newfoundland Boot and Shoe Manufacturing Company, (Limited), for the year ending Dec. 31st, 1885, as required by 36th Victoria, Cap. 8, Sec. 22.**

Amount of Capital subscribed	.....	.....	\$60,000 00
Amount of Capital paid in	.....	.....	60,000 00
Amount of Debts due by Company	....	....	1,833 56
Amount of Debts due to Company	...	.....	29,167 08

(Signed,)

JAMES BAIRD, President.  
M. MONROE, Vice-President.  
JAMES S. PITTS, Secretary.  
GEO. A. HUTCHINGS.  
J. SYME.

I hereby certify that the above Statement is correct.

JAMES S. PITTS, Secretary.

I, JAMES S. PITTS, Secretary of the Boot and Shoe Manufacturing Company, do swear that the above Statement of the Affairs of said Company for the year ending 31st December, 1885, are true and correct.

(Signed,) JAMES S. PITTS.

Taken before me, at St. John's, this  
15th day of January, A. D. 1886.

(Signed,) J. G. CONROY,  
Stipendiary Magistrate.



**No. 44.****Annual Report of Archibald's Tobacco Works, (Limited), 31st December, 1885.**


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Amount of Capital subscribed	.....	.....	\$40,000 00
Amount of Capital paid ..	.....	.....	40,000 00
Amount of Liabilities ..	.....	.....	Nothing.

(Signed,)

JOHN ARCHIBALD, President.

Per G. H. A.

G. H. ARCHIBALD, Secretary.

A. W. HARVEY, }  
J. OUTERBRIDGE, } Directors.

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I hereby certify the above Statement is correct.

(Signed,)

G. H. ARCHIBALD.

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NEWFOUNDLAND, }  
ST. JOHN'S, }  
To Wit. }

I, GEORGE H. ARCHIBALD, of St. John's, Secretary of Archibald's Newfoundland Tobacco Works, (Limited), make oath and say, that the within Statement is correct and true.

(Signed,)

G. H. ARCHIBALD.

Sworn before me, at St. John's, this }  
10th day of Feb., A. D. 1886. }

(Signed,)

P. EMERSON,

Commissioner.

## No. 45.

**Annual Report of the Newfoundland Furniture and  
Moulding Company, (Limited), 31st Dec., 1885.**

Amount of Capital subscribed	.....	\$18,500 00
Amount of Capital paid ..	.....	18,500 00
Standing Liability	.....	36,000 00
Other Liabilities	.....	6,442 00
Debts due to Company ....	.....	8,651 00

(Signed,)

GEO. H. ARCHIBALD, President.

C. E. ARCHIBALD, Secretary.

JOHN ARCHIBALD,

Per G. H. A.

G. H. ARCHIBALD,

} Directors.

NEWFOUNDLAND, }  
St. JOHN'S, }  
To Wit. }

I, GEORGE H. ARCHIBALD, of St. John's, President of the Newfoundland Furniture and Moulding Company, make oath and say, that the foregoing Statement is correct and true.

(Signed,)

G. H. ARCHIBALD.

Sworn before me, at St. John's, this  
10th day of February, 1886.

(Signed,)

PRESCOTT EMERSON,

Commissioner.

**No. 46.**

**Annual Report of the St. John's Nail Manufacturing Co., Limited, for year ending 31st December, 1885, as required by 36 Vic., Cap. 8, Sec. 22.**

Amount of Capital subscribed	.....	.....	\$48,200 00
Amount of Capital paid..	.....	.....	48,200 00
Amount of Debts due by Company	..	.....	44,267 00
Amount of Debts due to Company	..	.....	233 72

(Signed,)

GEO. GEAR, President.

CHAS. BOWRING, Vice-President.

M. MONROE, Secretary.

JAMES ANGEL, Director.

St. John's, January, 1886.

I hereby certify that the above Statement is correct.

(Signed,)

M. MONROE,

Secretary.

Declared before me, at St. John's, Nfld.,  
this 22nd day of Jan., A. D. 1886.

(Signed,)

D. W. PROWSE,  
Stipendiary Magistrate.

**No. 47.**

**Annual Report of the Masonic Hall Joint Stock Company, (Limited), for the year ending 31st December, 1885, as required by 36th Victoria, Chapter 8, Section 22.**

Amount of Capital .....	.....	.....	\$30,000 00
Amount of Capital paid in .....	.....	.....	18,046 00
Amount of Debts due by Company.....	.....	.....	13,515 00

(Signed,) W. V. WHITEWAY, President.  
 M. MONROE, Vice-President.  
 C. S. PINSENT, Treasurer.  
 E. HANDCOCK, Secretary.  
 GEO. J. CARTER.  
 JOHN PYE.  
 E. ROTHWELL.

St. John's, Newfoundland, 6th February, 1886.

Sworn before me, at St. John's, Nfld., this  
 6th day of February, A. D. 1886, by  
 Emile Handcock, Secretary, as afore-  
 said.

(Signed,) J. G. CONROY,  
 Stipendiary Magistrate.

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**No. 48.****Report of Mr. Thomas P. Withycombe, on Inspection  
of Pickled Fish, &c., for 1885.**

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TO THE HON. E. D. SHEA,  
Colonial Secretary.

SIR,—

I respectfully beg leave to submit my report of Pickled Fishery Inspection Service for the year.

**SALMON FISHERY.**

The catch of Salmon for this year has not exceeded that of last year. The market prices for this fish have been so low this year that it has not paid those interested. The cure is improving; strict inspection is the only sure way of remedying the evil of bad curing, and enhancing the value of the fish.

**SEA TROUT.**

The catch of Sea Trout was about equal to that of the preceding year. Most of the Sea Trout are caught by the Esquimaux in charge of the Moravian Missions at the different settlements along the Labrador Coast. They take the utmost pains in the curing. I wish very much that our fishermen would take the same care in curing according to instructions given them.

**LABRADOR HERRINGS.**

Over 70,000 barrels of Labrador herrings have been caught this year; but in consequence of there being no barrels or salt to save them, before souring, and no sheds to shelter them from exposure to the extreme heat and sun of August month, many were spoiled, as reported to you when I came back from first trip down the shore.

**SHORE HERRINGS.**

The Shore Herring Fishery was much more successful than last year, a large quantity having been caught at Bay of Islands

during the winter. But they were not as well cured as they might have been ; chiefly owing to their being allowed to freeze before being salted, and also from want of knowledge of both curers and inspectors. No pickled fish of any kind will take salt when frozen. The frost should first be taken out of the fish. The herring caught on the shore during the summer turned out fairly.

#### INSPECTION, &c.

After having attended to the inspection of packages and suitable material, and all other requirements, in accordance with Pickled Fishery Inspection Act, I took passage according to orders on 3rd August in *S. S. Plover* for Labrador, to look after Pickled Fishery on that coast.

I arrived at Battle Harbor on 8th August. Hearing that herring had struck in from Red Bay to Domino, I embarked on the *S. S. Lady Glover* and proceeded northward. To my great surprise I found that the fishermen had everything in the shape of barrels, puncheons, tubs, &c., filled with herrings ; saw seines moored in all directions full of herrings with neither salt nor barrels to preserve them. A few had a little salt but no barrels to preserve them, and were bulking them. Seeing the state of things, I returned at once to St. John's for the purpose of reporting to you and the Merchants interested the state of affairs, and urging the necessity of sending barrels, salt, inspectors and coopers, immediately. On September 1st having received orders from you, I again took passage by *S. S. Plover* to Battle Harbor, arriving there on the 6th ; proceeded northward again by the *S. S. Glover* and found that 22 vessels had arrived at the different harbors, from Red Bay to Seal Islands, with barrels and salt. Some were loading and others were preparing to load with herring and salmon for market. I gave strict caution to inspectors against allowing bulk-tainted herrings to be sent to Canadian and American markets, and also to coopers to see the herrings properly pickled and coopered before being shipped on board for market.

Arrived at Dead Islands, September 9th, agreed with Captain Mark Delaney, of the *S. S. Vanguard*, for passage to Montreal,

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according to orders. Having taken in what herring were ready at that place we went to Ship Harbor, and having finished loading there, we left on the 14th September for Montreal.

Directly on arriving at Montreal, I made arrangements with the Merchants and Brokers that had cargoes of herring consigned to them, to have the barrels of herring that were leaky, pickled and coopered when landed; knowing that it was impossible for them to be properly pickled and coopered in the short time there was, to have it done on Labrador.

In many cases it was, as I saw at one place, only one cooper and two apprentice boys to cooper a cargo of herring in seven or eight days. To show you in plain figures the importance of this step, out of 32 cargoes landed at Montreal and Quebec, amounting in all to 38,149 barrels, 10,228 barrels of them were totally dry. This will also, I think, show you a great reason why we cannot get a better price for our pickled fish at market than we do. At Quebec, two cargoes landed from schooners "Annie C. Moore" and "Pioneer," belonging to Messrs. Duff & Co., of Carbonar, became quite soured for want of pickle, and not having sufficient salt when packed. If I had been able to attend to both places at once, I should have had them pickled and coopered as at Montreal.

All these things go to prove the need of sheds and stores at each of the Shipping ports on Labrador, as I before stated to you, into which the herring might be collected and inspected, &c., in a proper manner, before being shipped to market. Those sheds would in time pay for themselves, and barrels and salt might be kept in them ready for the time when the fish should school in with the shore.

Five years ago the Cape Breton fishermen put up their pickled fish as they liked themselves; they could hardly sell their herrings at any price. Now, since they have adopted the plan of having sheds along their coast and their pickled fish attended to the moment they are taken out of the water, they can sell their herring and other pickled fish in Canadian and American markets

before our Labrador herrings, which are a much fatter and better flavored herring when properly cured. They will fetch \$4.50 per barrel, while we can get but 3.25.

The buyers in Canada say they would much rather have our herrings if they were cured like the Cape Breton herring. They say they cannot depend upon our herrings; five barrels may be good, and three bad out of eight barrels they buy. So it is plain, that were we to take the same care as Cape Breton people and others, we would realize at least one dollar per barrel more on our Labrador herring than we do now.

In conclusion, I wish to make an honorable mention of five cargoes of herring landed at Montreal:—1st, schooner "Stella Maria," Thomas Alcock, inspector and owner; 2nd, S. S. "Vanguard," Gordon and Sheppard, inspectors; 3rd, brgt. 'M. B. Daly,' 572 brls., Thomas Spracklin, inspector; 4th, schooner "Florella," Philip O'Rielly, inspector; 5th, "Eugene," Thomas Brown, inspector. Those were the best cured fish. They were kept from exposure to both sun and weather, while all the others, in consequence of their being left exposed, turned out extremely bad and the barrels very leaky.

I have been busily engaged corresponding with coopers and planters and inspectors since I came from Montreal. I was given to understand before leaving Montreal that they would not buy uninspected fish next year.\* If that kind of thing is not stopped it will ruin the herring trade in Canada completely.

I have the honor to be,  
Your obedient, humble Servant,

(Signed,)

T. P. WITHYCOMBE,  
Chief Inspector Pickled Fish.

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\* Two cargoes came there from Messrs. J. & R. Maddock, schrs. "St. Anne," 1,376 brls., and "Anna Bella," 628 brls., inspected by J. Maddock, who has not been appointed by the Government; and 300 brls. sent up by James Morrissey, Esq., turned out so bad that the purchasers will not take uninspected herring next year.



ST. JOHN'S, NEWFOUNDLAND, }  
28th August, 1885. }

SIR,—

According to orders I proceeded to the Labrador on the S. S. *Plover*, and arrived at Battle Harbor on the 9th instant. I found on enquiry that there were 58,000 bls. of herring caught between Red Bay and Domino, of a very fine quality, the largest in the run that has been caught for the last fifteen years.

I telegraphed to you from Tilt Cove and also to the Trade, the quantity of herrings caught and the scarcity of salt and barrels.

I then took passage on S. S. *Lady Glover* going north. I found the quantity before stated had been caught and exposed in almost every case to the weather and heat of the sun, which was 75 degrees in the shade on an average for the preceding fortnight. I urged the necessity of having the fish protected from the heat of the sun and the weather as much as possible. On my return I found there were 75,000 barrels caught as you will see by sub-joined list.

Finding that herring were spoiling for the want of barrels and salt, and also that no vessels were arriving to take them to market, (five seines at Cape Charles were down, moored, full of herring, waiting for barrels and salt.) I saw the necessity of proceeding to St. John's and Harbor Grace to explain to the Merchants the condition of things, and what would be the result if vessels and barrels and salt should not be sent at once.

I hope my conduct in this matter will meet with your approval.

I beg to remain,

Sir,

Your obedient humble Servant,

(Signed,)

T. P. WITHCOMBE,  
Chief Inspector Pickled Fish.

To the Hon. E. D. SHEA,  
Colonial Secretary,

LIST OF THE QUANTITY OF HERRINGS CAUGHT ON  
LABRADOR UP TO 23RD AUGUST.

	Brls.
Domino ..	100
Punch Bowl	2,000
Comfort Bight	1,500
American Tickle	300
Bolster's Rock	1,500
Penguin	1,500
Venison Tickle	2,500
Tub Harbor	1,500
Snug Harbor	2,500
Triangle Harbor	1,000
Dead Island	6,000
Square Island	1,000
Serramy Bay	6,000
Occasional Harbor	1,000
Ship Harbor	1,000
Fishing Ship's Harbor	1,500
Francis Harbor Bight	3,000
Francis Harbor	3,000
Little Harbor	3,000
Winsor's Harbor	1,000
Murray's Harbor	4,000
Salt Pond	2,000
Spear Harbor	2,000
Petty Harbor	2,000
Battle Harbor	10,000
Cape Charles	8,000
Henly Harbor	2,000
Chateau Harbor	2,000
Red Bay	4,000
	<u>75,900</u>

## No. 49.

**Report of Richard P. Rice, Esq., on the Salmon Rivers  
of Notre Dame Bay, and Limits established and  
defined, for 1885.**

ST. JOHN'S, NEWFOUNDLAND, }  
2nd December, 1885. }

SIR,—

Agreeably with your instructions of the 11th June last, directing me to continue the work of defining proper limits at the mouths of Rivers and Streams for fishing purposes, and also to continue my inquiries into the Fisheries of the Colony, as early as practicable, I engaged a craft and crew, and proceeded, first, to Hall's Bay Rivers, as these comprise the principal Salmon Stations in the Bay of Notre Dame that I had not visited.

There are at the head of Hall's Bay three excellent Salmon-breeding Streams, viz., the South Brook, the South-west Brook, and the Indian River; the last-mentioned is by far the finest, and always stood, in point of productiveness, third, in the Bay of Notre Dame. It has, however, of late, like all the other Salmon streams in the District, sadly deteriorated, until the fishery has become little more than nominal. I cannot too strongly recommend that efficient protective measures be enforced, so as to secure this noble stream against the inroads of reckless and unscrupulous persons, who, in addition to other breaches of the law, regularly, during the fishing season, follow the salmon up this stream, and with scoop nets, (so called) long-handed dip nets, from the pools, and at the foot of each waterfall, dip out all the fish that have succeeded in escaping the nets, and so far advanced on their way to the head waters; thereby cutting off the last chance of any salmon whatever reaching the breeding grounds. This abuse which I specially refer to now, is practised by the lumbermen chiefly in the employ of Mill owners. The near result

is obvious, as no spawning is allowed to take place in the stream, and as a sequence, no young to supply the place of those fish that are being caught, utter annihilation of the fishery must necessarily follow. At the mouth of this stream very fine trout are caught, and in the winter time, through holes cut in the ice, salmon as well, weighing from three to five pounds are sometimes taken with hook-and-line. I have not heard of salmon of such a size being found in winter in any other stream in the District, though they are to be found with the trout nearly at all times of the year from six to seven and nine inches in length. Proper limits for the protection of Indian River might be as follows, viz.: The east end of Mill Island on the one side, and from the west end of the said Island across the mouth of the stream, and thence six chains along the shore is the point which I propose as the opposite or western boundary, between which points no nets nor other fixtures might be set. To afford protection to the South and South-west Brooks, the following may serve as fishery limits above or to the Westward of which no nets nor fixtures of any kind might be set, viz.: Dock Point on the North Side; and from the Eastern boundary of Rowsell's premises near the Brook, by extending a line Easterly along the shore twelve chains, a point is reached which may serve as a limit on the South side of the Bay.

#### SOP'S ARMS BROOKS.

Western Arm, locally known as Tommy's Arm, and South-west Arm Brooks were both, until recently, highly productive and remunerative, though at the present time almost devoid of fish. Tommy's Arm Brook is a beautiful little Stream, in many respects peculiarly and admirably adapted for natural or artificial culture of anadromous fishes. The privilege of this stream for many years remained in possession of a family named Lewis. That of South-west Arm was held by the Ware family, but, with the last two years, both have been abandoned, the yield not being sufficient to pay for the working, and the resident fishermen have migrated to other parts of the District to earn a livelihood. It would be well, however, that limits were defined at the mouth of Tommy's Arm Brook, which might be as follows, viz.: The Eas-

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tern point of Lewis' Cove on the North side of the Bay or Harbor, and from the said point of limit by a course South 75 deg. East, is reached a point on the opposite shore, which might serve as the limit on the South side, above which points in the direction of the stream no fixtures whatever for fishing purposes might be set.

#### NEW BAY BROOKS.

The Brook in North-west Arm is naturally a good Salmon stream and has always been regarded as such.

That of Western Arm is noted for its superior trout, both as to size and flavour.

The South Brook in what is locally known as the South-west Arm, (sometimes called Western Arm), is the principal Stream in the Bay, but they are all, I find, become nearly valueless for fishing purposes. This condition of things has undoubtedly been vastly accelerated since the establishment of the Saw Mill on the Stream in the South-west Arm. I regret to say that I found this, the great Salmon breeding Stream of New Bay, entirely barred with refuse from the Mill, and the Bay also strewn with broken and worthless timber.

In view, however, of the possibility of the obstructions being at some time removed from the mouth of the Stream, I would recommend that the following be determined as limits for fishing purposes, with nets, viz.: Squashberry Point, on the North, and Blackberry Point on the South Side of the Bay.

#### GREEN BAY BROOKS.

The principal Streams in Green Bay are, the one in North-west Arm, and two in the South-west Arm. The former, from its proximity to the ocean, the bold entrance to the Bay and Arm in which it is situated, and also its apparent general adaptation must at one time have been a very valuable Salmon-breeding Stream. A large and profitable Salmon fishery was, until recently, carried on all along the Shore, from Cape St. John to the mouth of Green Bay, Nipper's Harbor; Round Harbor and Indian Burying Place, being the most important stations, I have no doubt that

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the North-west Arm Brook afforded the principal breeding grounds, and was the great nursery for the Salmon that frequented the Cape Shore. At length, from over-netting, the catch, year by year, gradually but seriously diminished, until the time came when Settlers located themselves in North-west Arm to prosecute the Cod fishery, since which the Salmon fishery on that part of the coast has fallen off to such an extent that only very few Salmon-nets, are now set along the whole shore. Nothing has a more deterrent effect upon the Salmon than garbage or offal of any kind, and no doubt the stages which are now being erected on almost every available spot on both sides of the Arm, will, in a short time, complete the destruction of the Salmon fishery on the shore, as far as any value is to be attached to it.

#### BADGER BAY BROOK.

This Stream, though at one time of considerable importance, has not, I find, been fished for many years.

I have now completed the survey of the whole of the thirty-three most important Salmon Streams in the Bay of Notre Dame, and at the mouth of each that is now being fished, or it is at all likely that the Salmon fishery will again be revived by natural propagation. I have defined to the best of my judgment proper and sufficient boundaries or limits for fishing purposes, with nets or other fixtures. All of which I respectfully submit for the approval of the Government.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,) R. P. RICE.

The Honorable  
The Colonial Secretary.

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**No. 50.****Report of R. P. Rice, Esq., on the Fisheries.**

[COPY.]

GREENSPOND,  
February 15th, 1886. }

Honorable the Colonial Secretary.

Sir,—

From enquiries, which I have made, respecting the returns of Fishing operations of last season in different localities, on the whole the products as to quantities appear to compare favourably with those of late years. The financial results, however, but shew in a very significant manner, the uncertainty and unreliability of our great staple industry as it affects our fishermen in particular, and also very largely the entire operative class, and the country at large.

Notwithstanding a fair average voyage the people have not by any means bettered their positions; on the contrary in our Northern Districts we find increased demand for able-bodied poor relief. This condition of things has been brought about by a chain of circumstances, tending to cause a depreciation of our fish in commercial value, some of which are no doubt beyond the control of human agency, such as contagious disease in certain foreign ports which was so prevalent last summer, and precluded our entering their markets. But these can hardly be said to be the chief causes of the very low price of our Labrador fish; for this we must look at home, and it will not be difficult to find undoubted evidence of the cause in the largely imperfect and, in many instances, slovenly cure of the article by our people. It would be well if they could be induced to take due notice of this fact and endeavour to improve in this direction and thereby raise the value of their hard earnings, especially as there is no more labour nor difficulty in securing a good article than a bad one.

The Bank fishery is, I find, now beginning to attract considerable attention in our more Northern Districts; a few schooners were fitted out last season at Bonavista and Fogo Districts to fish on the Banks off or near Funk Island, but owing, in a great measure, to the inexperience of the men engaged they were only moderately successful. One craft, at least, belonging to Twillingate, will experiment in the Bank fishery next season, and from the known energy and perseverance of the owner and the master of the craft, reasonable success may be confidently anticipated. If the voyage should terminate prosperously, no doubt others will soon follow in her wake.

The fish taken at the Banks is very much superior both in size and thickness to that caught on the Labrador coast, and commands a much higher price in the market. The fishing grounds of the Banks are nearer home by one half than those of the Labrador, where our people mainly go to fish. This itself must certainly be an object. There is abundance of herrings to be procured in our Northern Bays for bait in the month of March, and there can be no difficulty in constructing Ice Houses in which to preserve them, and in summer squids are abundant.

Our people do not readily leave the old beaten track to follow a new line; but I have no doubt that before long the advantages of a change will become apparent, and the facilities which the Northern Districts afford for carrying on the Bank fishery will be seen and properly estimated by both merchant and fisherman. In former years the cost in the prosecution of the Labrador fishery, beyond that of the small craft itself that was then in general use, was comparatively trifling. Hooks and lines and jiggers, half a dozen herring nets, and in some instances, a caplin seine, was about the extent of it. For this reason it had, and held the preference to the Bank fishery, the expense incurred in which was greatly in excess, but at the present day the balance of expense between the two is reduced to a minimum; indeed, it is questionable whether the advantage in that respect is not with the Bank fishery. No master of a craft now, nor crew, will care to enter upon a Labrador voyage without having on board at least one



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trap, if possible, two, and a cod seine in addition. In most places it would be impossible to find a crew that would attempt the voyage depending solely on the old appliance of hook-and-line.

From information that I have gathered, I am of opinion that great difficulties will be encountered in carrying into effect the provisions of the law as contained in the 2nd Section of Cap. 5, of the Acts of the last Session of the Legislature "Relating to Coast and River Fisheries." The many devices and contrivances which are prepared and in use by some of the Trapmen for the purpose of evading the law will, I fear, render nugatory all attempts to enforce its practical operation. For instance, a man having a trap and wishing to evade the law, will have the mesh of the Statutable size, 4 in., but he will have a cod-bag at hand with a mesh of perhaps 2½ inches, and if the fish should prove to be scarce where he may be and the run of a small size, he will make an opening in the bunt (so called) of the Trap, and attach thereto the mouth of the cod-bag, into which, as soon as the fish in the Trap is disturbed, all, or as many as can find room, will rush through the aperture made, and the small with the large will be enclosed in the bag. This is one of the several methods adopted.

The Law, as provided in the 7th Section, Cap. 8, of 47th Vic., "Relating to Coast and River Fisheries," though of great and general benefit to those engaged in the fishery, is sometimes taken unfair advantage of by persons possessing two or more traps, who after setting their first in position, if it is found to be a good one for fish, for the purpose of securing so much of the line of Coast as possible, and to prevent others from coming near them to take fish or to inconvenience them, will set a second trap at, say 150 fathoms from the first, the legal distance between traps being not less than 80 fathoms. No other trap can be placed between them without committing an infringement of the law.

In my report for 1883, I referred to the various petty grievances that not infrequently sprung up among the shore fishermen; and last year I dwelt especially upon the more serious and standing complaints of the hook-and-line men, who, not without some show of reason, constantly assert that they labor under intolerable

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ble disadvantages compared with other fishermen who employ fixed engines only, with which they cover the ground and occupy it constantly while there are any fish to be caught, and this in a majority of cases not even to the profit of the owners, but to the great perplexity and injury of those who use only the hand lines. It is proper to state clearly that the produce from the hook-and-line, as a rule, is far superior in quality to fish taken in any other way, and with this, also considering the large numbers of persons engaged, we cannot but look upon it as a most important branch of the fishery. All these difficulties referred to arise simply from the fact of there being no local and recognized rules for general guidance.

In the replies which I received to printed queries from various practical persons, and which accompanied the report of 1883, a large preponderance of the evidence will be found to be in favour of the establishment of Fishery Boards in the Outports where called for, as from the opportunities such would have of making themselves acquainted with local requirements, they would be best qualified to formulate rules and regulations which would be in accordance with the known wishes and best interests of those concerned.

#### SALMON FISHERY.

Of the thirty-three principal streams in Notre Dame Bay, eleven only are permanently fished by resident fishermen, viz.,—those of Gander Bay, Dog Bay, Ragged Harbor and the Straight Shore, Indian Arm, Scissor's Cove and Little Rattling Brook, Exploits Bay; Jumper's Brook, Exploits River; the South, West and Indian Brooks of Hall's Bay and Charles' Brook of Exploits Bay, and of these not more than seven are worked to any advantage.

There are three Streams in the Bay which I think it well to mark as peculiarly adapted for natural or artificial culture of salmon or other fish that spawn or propagate in fresh water. These are Sop's Arm, (or Tommy's Arm) Brook, Charles' Brook and Little Rattling Brook, both in Exploits Bay. Possibly at some future time, either at the will of the Government of the day, or the instigation of private enterprise, or both combined, the necessary

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steps may be taken to replenish with fish some, at least, of the many beautiful Rivers and Streams with which our Island abounds. We have all the essential conditions for fish culture, the difficulties at present of artificial hatching of the eggs and rearing the young of salmon and trout up to a period when they are capable of taking care of themselves, are of the smallest proportions, the process is simple and inexpensive. With the facilities within reach at the present day for acquiring information and practical instruction in the art of fish culture, the success of an intelligent and careful endeavour, with a view to the resuscitation and development of our River fisheries, does not admit of a doubt.

In the meantime, however, when the limits for fishing with nets at the mouths of Rivers and Streams, as contemplated in 47th Vic., Cap. 8, of Section 5, shall have been proclaimed and enforced, a great step will be achieved in the right direction, and the increase in a few years will become apparent. The manner in which, or the measures by which, this law is to be carried into effect is not, so far as I know, yet provided. It is of the greatest moment that both be thorough and complete, as the benefits to be derived will be in exact proportion to the efficiency of the means of compelling its observance. I have on former occasions directed attention to the evils wrought by the proprietors of Saw Mills at the mouths of Streams, who, to avoid the expense of an extra boy or lad, allow all the refuse to drop into the water. The Mills driven by steam are more expensive in their working, and yet the owners afford to employ a person for the purpose of removal of the sawdust and other refuse to a convenient distance. Looking at the interest involved in the Salmon fishery, it is greatly to be desired that the owners of Water Mills should be made amenable to the law in this respect.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed,)

R. P. RICE.

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**No. 51.****Report of Mr. Henry Knight, Coastguard at Cape John.**

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Arrived at the Cape 18th June. Bay full of ice. No appearance of cod fish.

19th, Friday.—Light wind East. Ice all around the Cape.

20th, Saturday.—Wind S. E., fine weather. Icebergs and pan ice very thick.

21st, Sunday.—Frenchmen arrived at La Scie. Some trouble to get in Harbor.

22nd, Monday.—Frenchmen preparing the bateaux for the fish.

23rd.—No fish. Ice still about the shore. Impossible for the Shoe Cove fishermen to move their traps.

24th.—Wind West. Ice moving a little from the shore.

25th.—Frenchmen came with three seines to the Cape this morning. No fish; ice too thick to put seines in the water; remained at the limit all night.

26th.—Wind N. W.; ice clearing away from the Cape. Three seines for the day took 4,000 fish; very small; very little for hook and line; fish don't eat the caplin.

27th.—Weather very fine. French boats doing a little at Cape Point. *Plover* passed South at 2 p. m.

28th, Sunday.—Blowing a gale S. W. Frenchmen idle all day. Spoke Seine masters; they condemned the traps; said they would destroy the fishery in Newfoundland; "catch too much pickaninny fish."

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29th, Monday.—Wind S. E., moderate. Three seines at the limit, hauled about 60 quintals; very little for hook. Traps 4 to 10 quintals. Traps take from 10 to 100 salmon each.

30th, Tuesday.—Wind S. W., fine, hot weather; fish very scarce. Frenchmen hauled at the limit 4,000 fish for two seines; 46 schooners and boats passed North to-day. Traps 10 to 20 each. One trap at Shoe Cove took 108 salmon. Nets doing very little.

July 1st, Wednesday.—Wind North, blowing strong. Frenchmen forced to shelter on the South of the Cape. No fish caught by any one for the day.

2nd, Thursday.—Wind East, with fog. Some fish with traps and seines; hook-and-line did nothing; salmon plenty and caplin in abundance.

3rd, Friday.—Wind East, with fog. Frenchmen hauled seventy quintals to-day at Cape Cove Point.

4th, Saturday.—Calm; hot day. Fish very scarce; seines did little or nothing. Traps on the shore, 8 to 15 quintals—very small fish indeed.

5th, Sunday.—Calm and very hot. Seventy Frenchmen took from limit to-day about 30 quintals. Bateaux no fish.

6th, Monday.—Wind East, with fog. No fish for hook-and-line; seines doing a little; traps 8 to 10 per haul, and fish small.

7th, Tuesday.—Calm; very hot day. Fish won't take bait; seines doing little or nothing. Frenchmen complaining; think it will be a very short voyage.

8th, Wednesday.—Calm. Frenchmen took from Cape Point six bateaux loads; one seine came so close to limit, was forced to put him back.

9th, Thursday.—Frenchmen this morning gone North. No fish at the limit. One bateaux loaded at Gull Island; punts at the Gull Island did well.

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10th, Friday.—Calm ; hot day. Fish scarce. Frenchmen at the limit not doing much. Traps very little and very small. Icebergs foundering causes great trouble ; men employed all day towing pieces of ice from the traps.

11th, Saturday.—Calm. Frenchmen doing well at North Bill. At sunset punts loaded ; several small schooners going South well fished, Traps doing very little ; hook-and-line men beating the trap men. Salmon plenty.

12th, Sunday.—Calm ; very hot, Frenchmen took to-day 10,000 fish. At 3 p. m., French War Steamer came to Cape ; stopped a short time ; spoke to their people ; then passed South. Icebergs very plenty.

13th, Monday.—Wind N. E., blowing strong. At 4 a. m., Frenchmen left the Cape ; sea making very fast ; nothing done to-day. Some of the traps on the shore adrift.

14th, Tuesday.—Wind South East, light. Three seines at the limit ; one hauled 1,500 fish. At 7 a. m. French War ship passed North, with eleven schooners. Twelve traps on the shore to-day—average three quintals each. Some punts did well.

15th, Wednesday.—Calm. French boats doing very little—reports 200,000 fish, but small. Traps 4 and 5 quintals each ; hook-and-line at the Cape, none. Three punts at Gull Island loaded.

16th, Thursday.—Wind South, very hot. Several French boats at the limit ; getting no fish. Caplin scarce. Traps 6 and 7 qtls. ; punts very little. Twenty-one icebergs around the Cape. Some traps landed in consequence of ice.

17th, Friday.—Weather fine. No caplin ; punts on shore for want of bait ; one seine at the limit took 2,000 fish ; traps doing little or nothing. Frenchmen complaining about the voyage.

18th, Saturday.—Weather very hot. Caplin very scarce. Frenchmen North of the Cape. Traps 7 to 10 quintals ; punts no

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fish ; no bait. Several fishing schooners going South. Icebergs very plenty.

19th, Sunday.—Wind E. No caplin at the Cape. Frenchmen all near La Scie.

20th, Monday.—Wind N. E., light. Three seines at the limit got very little fish. Punts using jiggers ; traps 4 to 5 quintals.

21st, Tuesday.—Strong wind N. E. ; sea making fast. Frenchmen left the Cape. Traps average four quintals to-day. At three p. m. hauled the Guard Boat on the beach.

22nd, Wednesday.—Wind N. E., blowing strong, heavy sea on. Two seine boats in Mansfield Bight for shelter.

23rd, Thursday.—Wind N. E., heavy sea. No boats out. At noon "Tenedos" passed in the Bay. At 9 a. m., "Plover" passed North.

24th, Friday.—Wind S. W., sea abating. At 7 a. m. 'Tenedos' passed North. At 8 a. m. launched Guard Boat. Several French bateaux at the Cape, doing little with the fish. One trap this morning had 20 quintals. Fishing punts no bait.

25th, Saturday.—Wind W., very hot day. Fourteen French boats at the Cape, did very little for the day. Traps up the shore average to-day 8 quintals ; punts very little ; bait scarce ; some appearance of squids at Shoe Cove.

26th, Sunday.—Calm. Frenchmen took from Cape to-day 14,000 fish—very small.

27th, Monday.—Only two seines at the Cape and six bateaux. Fish scarce ; traps to 5 or 6 quintals ; some punts 2 and 3 qtls.

28th, Tuesday.—Weather very fine. Fish scarce. Frenchmen still holding to the Cape, although no caplin. Cod-nets doing well. Traps only 2 and 3 quintals. At noon *Plover* passed South.

29th, Wednesday.—Frenchmen North of the Cape. Traps 5 and 6 quintals ; hook-and-line men not much. Cod-nets doing well.

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30th, Frenchmen at the limit this morning, but took no fish.

31st, Friday.—Calm day. Several French boats around the Cape doing very little. Traps no fish. Cod nets doing well. Herring very plenty, and some sign of squids.

August 1st.—Wind N. E., with fog. Three French seines at the limit; took no fish for the day. Punts with squids doing well. Cod-nets good. Traps 3 to 4 quintals.

2nd, Sunday.—Frenchmen still holding to the Cape; but no cod for the seine; plenty squids. At noon, South wind; blowing strong; very rough at the Cape.

3rd, Monday.—Several bateaux at the Cape. No seines. Punts doing well on the French side of the Cape.

4th, Tuesday.—Wind W.; very hot. Ten bateaux round the Cape with hook-and-line; one seine, but took no fish. Shoe Cove punts doing well. Traps very little.

5th, Wednesday.—Wind S. W.; very fine weather. Several bateaux at the Cape getting very little fish. One seine master saw a Shoe Cove man catching fish fast; he shot round the punt; the man of course left; hauled about 10 quintals. Most of traps to-day landed.

6th, Thursday.—Weather fine. Several bateaux at the Cape, but getting no fish. At 7 p. m., *Plover* passed North.

7th, Friday.—Fine weather. Fish scarce. Frenchmen getting scarce at the Cape. Punts did very little to-day.

8th, Saturday.—Wind S. W.; very hot. Six bateaux at the Cape, but doing nothing. They are not much when it comes to hook-and-line.

9th, Sunday.—Only a few bateaux at the Cape; told me the seines were landed; asked the man were all the fishermen were; told me the Captain had the greater part of the crew in the woods cutting timber to repair the room for next summer. I enquired



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what fish they had up to this date, said 200,000, but the fish was small compared with other years.

10th, Monday.—Fine day. Eight or ten bateaux round the Cape; fish very scarce. Shoe Cove punts getting a trifle. *Plover* passed at 3 p. m.

11th, Tuesday.—Weather very fine; smooth water; but fish under shore, scarce. Gull Island plenty fish when punts gets off.

12th, Wednesday.—Weather still fine. Fish scarce. Several bateaux round the Cape; took away about one quintal per boat.

13th, Thursday.—Wind E.; sea at the Cape. No French seen all day. Shoe Cove boats getting one and two quintals each; herring very plenty.

14th, Friday.—Wind N. E.; rough at the Cape, boats can't fish.

15th, Saturday.—Wind South; blowing strong; no fish to-day.

16th, Sunday.—Three bateaux at the Cape doing very little.

17th, Monday.—Weather still fine. Fish very scarce. Four bateaux at the limit catching a small lot of fish. Punts doing a little.

18th, Tuesday.—Wind N. E.; strong. No Frenchmen at the Cape.

19th, Wednesday.—Wind E. N. E., with sea; no boats out. Several craft passing South; some well fished.

20th, Thursday.—Wind East. Weather bad, with sea.

21st, Friday.—From this date nothing of any consequence occurred worth taking note of. The Frenchmen visit the Cape in fine weather, but all through the month got very little fish. They informed me their voyage up to the 20th of September was 250,000, about 1,400 quintals for 86 men. In 1884 their voyage was 4,000 quintals. In conversation with the Frenchmen they condemned

the traps very strongly, and I agreed with them. I notice since the introduction of the traps the hook-and-line beat the trap, and of course less expense. A plan adopted last summer makes the trap of worse effect; the plan is securing a codbag on the back of the trap, of say three inches in mesh. When the trap is closed up all the small fish that would escape through the 4-inch mesh goes into the bag, and all is secured. Trapmen average 20 qtls. Hook-and-line average 30 quintals, that is for trap time.

(Signed,)

HENRY KNIGHT,  
Coastguard.

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**No. 52.**

**Report of Philip Hubert, Esq., General Superintendent on the Western Herring Fishery Protection Service.**

HARBOR BRITON, }  
June, 1885. }

I am happy to say that the Spring Herring Fishery has been successful. Most of the Bankers from France arrived early, and therefore were ready to take bait by the 18th April. Herrings were not very plentiful, so that a ready sale was obtained almost throughout. From the 18th April to about the first of May prices averaged from 12 to 13 francs per barrel. After the 1st May they fluctuated between ten and two francs.

I am informed there is a slight increase over last year in the number of French Bankers. About one and a half dozen of them obtained bait in Fortune Bay from nets. Previous to the 18th April very few of late years proceed to the Banks before the middle of April.

Americans came late this Spring—few of them made their appearance before May. One, the 'W. M. Stevens,' was off Pass

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Island on the 6th April, halibut catching, but doing little or nothing; she did not remain.

Only seven or eight Newfoundland Bankers sought bait in Fortune Bay previous to 18th April, viz : Three or four of Grand Bank, on the 15th, and four of Burin and Burgeo, on the 17th.

It is argued that the Amendment Coast Fisheries' Act, 1884, gives an unfair advantage to a person hauling herrings for Newfoundland Banker over one hauling for the French only, because if the former be inclined to make a lot of money *by violating the law*, he can, on the evening or night of last day close time, (17th April), with little risk of being caught, as officers are then on their way home, fill his schooners from the lot ready hauled for Banker, (as was done this Spring),\* and send them to St. Pierre at once, while the fisherman who has no Banker cannot lawfully put his seine in the water before midnight; indeed he considers himself fortunate if he succeeds in making a haul next day. The remedy proposed by some, (those who have no Bankers particularly) is, that no seines be allowed to remain in the water from noon, 17th, to sunset, 18th, and that seines close time be *sunset* 18th, instead of *midnight* 17th, 18th. I do not think, however, that there will be any such violation of the Law next spring.

The disposition of the vessels on the service has been the same as in former years. Mr. Marshall, of Burin, wrote me beginning of April, "he had no doubt that *one* vessel would be sufficient protection in Placentia Bay, as there were no signs of herrings." It appears, however, that several Placentia and other Bankers were baited there about the 18th April, and that herrings were conveyed to St. Pierre from that Bay in small quantities, quite as soon as from Fortune Bay. I would, therefore, advise the presence of two Cruisers there next spring, as herrings, this and last spring, were mostly hauled at Little Placentia and Long Island (Haystack and Mussel Harbor). I would respectfully recommend the employment of a sailing vessel, of one whose crew and officer belong to that part of Placentia Bay, so that they may the more conveniently remain on the ground (on duty) *to the last hour*.

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\* The Offender has been fined since.

The other vessel might, as at present, belong to Burin. The Grand Bank or Fortune vessel can, I think, be dispensed with on Western Shore, Hermitage Bay. The steamer should also make one or two trips in that Bay.

I am informed that no herrings have of late years been *hauled* to the Westward of Merasheen before May.

It is reckoned that not less than 300 boats and schooners engage in the Bait trade every spring. I have noticed vessels from Catalina, St. John's, Trepassey, St. Mary's, Placentia, Burin, St. Lawrence, Lamaline, Burgeo, Channel, &c.

It is remarked that herrings are returning to their old haunts of 20 and 30 years ago. Vessels will have now to look for them (in winter) at Bay the North; only a few hundred barrels were hauled at Long Harbor last winter. Over 30 American and Nova Scotia vessels came to Fortune Bay last winter for frozen herrings; most of them arrived too late; not two-thirds obtained a full load; only those who went to Rencontre (before New Year) got loaded quickly. Those vessels take from 10,000 to 15,000 barrels every winter, for which they pay \$1.00 to 1.50 per barrel.

The French take (all for bait) from 50,000 to 60,000 barrels before caplin, besides, when no squids are to be had, some in July and August.

I think it is my duty to say, that, if there was last Spring, (1884), violation of the law by a few individuals, there would have been less had all the officers remained, or been able to remain on the ground to the last hour; yet such trifling quantity of herrings comparatively, as they hauled previous to 18th April, (and that was but a few hours before the 18th, and did not arrive at St. Pierre till next day) could have, and did have, no influence whatever on the market.

The fishermen engaged in the Bait trade know the benefit of protection and value it. It is well understood that without it the said trade would not pay expenses, except to a few fortunate ones, perhaps. No protection means a loss of at least 50 per cent. on on half the year's voyage to most of the fishermen engaged in it,

to say nothing of the great destruction of herrings. It is well remembered how formerly herrings did not some years average four francs per barrel, and how hauling commenced immediately after arrival of the first Bankers, (perhaps 20th March), and was continued with little or no intermission till all were baited; and as very often there were no Bankers in, or none ready, the bait was thrown overboard (some years certainly, not less than 20,000 brls.) at the mouth of Fortune Bay to keep the fish from coming in the Bay.

I have not heard that any seined herrings were brought to St. Pierre, this spring, previous to 18th April.

Disposition of the vessels employed in the service:—Henry Camp, Esq., Hermitage Bay; Geo. T. R. Snellgrove, Esq., Hermitage Bay; Henry Haddon, Esq., Western Shore; Mat. Marshall, Esq., Placentia Bay; Steamer *Greyhound*, Fortune Bay, and where most required.

The following is an account of each days work of S. S. *Greyhound* while employed in the Service:—

April 6th.—Proceeded from Harbor Briton to Hermitage Bay to meet Mr. Camp. Called at Pass, Grole, Pushthrough, Patrick's Harbor. Anchored at the Reach (Bay Despair). No sign of herrings.

7th.—Returned via Pushthrough. At Bonne Bay, collected Light dues from American schooner *W. M. Stephens*, halibut catching. Thick snow all the morning; proceeded for Harbor Briton in afternoon; spoke Newman & Co's. Banker *Chanticleer*, from Dartmouth.

8th.—Cruised in Bay de L'eau, calling at all the Harbors. Fined a person for violating Herring Fishery Law, spring 1884.

9th.—Called at Coomb's Cove, St. John's, Boxey, English Harbor. Boarded there three French Bankers which were getting baited fast from nets at 5 fr. per barrel. St. Jacques, one French Banker there. Anchored at Pool's Cove, Bay de North, at 8 p. m. Raining.

10th.—Called at Bay de North Brook. Was asked here to watch seines at this particular place on the last day, 17th. Lally Cove, Rencontre, Mall Bay, by Hare Harbor to Long Harbor, Conn. Crossed the Bay to Bay de l'Argent, where we anchored for the night. Herrings reported scarce in this part of the Bay.

11th.—Called at Harbor Mille, English Harbor, Jacque Fontaine, Fox Cove. Overhauled schooner; saw several whales. Met Mr. Snellgrove, (of the Service). Spoke Burin Banker. Counted thirty sails coming in the Bay. Anchored at Harbor Briton at dark.

12th, Sunday.—Thick snow; rough day. *Plover*, Mail Steamer, detained here till afternoon.

13th.—Called at Jersey Harbor. Boarded French Banker there; engaged two men at Little Bay to watch seines in the neighborhood on last day; the same at Coomb's Cove. Boarded French Banker in Bay de L'eau. Spoke three or four Newfoundland Bankers at Boxey, getting ready to take bait. Spoke Placencia Bay boats, who reported herrings scarce in that Bay. Anchored for the night at Mose Ambrose; two French Bankers there.

14th.—Called at English Harbor; two French Bankers there. St. Jacques, Belleoram, fair sign of herrings. Anchored for the night at the Reach.

15th —Returned as far as Boxey to watch certain seines hauling for Bankers. Fifty schooners in sight, most of them steering for Bay de North. Anchored at Bay North Brook for the night.

16th.—Cruised along the Eastern side of the Bay, calling at all the harbors. Strong breeze in the afternoon, with thick snow. Anchored at Long Harbor for the night. Made arrangement with Constable Thornhill to watch seines here on the last day.

17th.—Fine day; started early. Cruised along Eastern shore by Mall Bay, Rencontre, Doctor's Harbor, Belle Boy, which was yet full of ice; Lally Cove, came upon a seine here, put out for Burin Banker at 11 a. m. Steamed round Chapel Island; came

upon another seine, 2 p. m., out for another Burin Banker, and upon another 3 p. m., out for a Burgeo Banker. Spoke 2 French Bankers; large fleet in Chapel's Cove. Met another seine at Corban Head out for Burin Banker; large fleet in Corban. Came back to the seine at Lally Cove at 7 p. m.; remonstrated with the master of Banker for delaying to take bait out; warned him, and crews of vessels near, against conveying herrings from that seine to St. Pierre; at my request master of Banker capsized seine, only retaining sufficient, as he thought, for bait for his own vessel. At 9 p. m. proceeded homewards; stopped at Bay the East; overhauled some skiffs; did the same at other Coves in Bay de North. At 11 p. m., thick snow; anchored near Bay North Brook; counted 120 sail during the day; no sign of violation of the Law.

18th.—Left Bay North, 5 a. m., bound for home; passed scores of seine skiffs and schooners; crews very busy. Arrived at Harbor Briton at 9.30 a. m.

About 10 days after arrival, received letter from Mr. Camp stating that there had been no violation of the Law in Hermitage Bay.

Respectfully submitted,

PHILIP HUBERT.

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**No. 53.**

**Report of Henry J. Haddon, Esq., on the Herring Fishery Protection, Fortune Bay, &c., for 1885.**

FORTUNE,  
April 21st, 1885. }

SIR,—

On the 7th March received your letter acquainting me that my services were required in connection with the Herring Protec-

tion, and that Mr. James Haley, of Lamaline, had been requested to put his schooner at my disposal.

On the 10th of March Mr. James Haley, with a friend of his, called at my office and informed me, that he could not, owing to some damage to his craft, received from the ice and a craft getting foul of his schooner, keep his agreement with the Government; consequently, he, Mr. Haley, wished to resign his Commission, I accepted his resignation, which I got him to sign in my office in presence of William Davis and myself. The resignation duly signed therewith, forward to you for your inspection.

At once, without further delay, I began to try and procure a suitable craft here. I had considerable trouble to procure a craft that could be got ready in time, owing to the large amount of ice in the harbor and general backwardness of the season; at last I succeeded in engaging the schooner *Emily Jane*, owned by Capt. Charles Hillier, for One hundred and forty dollars.

On Wednesday, 18th March, all hands ready to start, the wind N. E., the harbor full of drift ice, and ice for half a mile off the land.

Thursday, March 19th.—The wind, weather and ice the same as yesterday; could not move the schooner in any direction.

March 20th.—Wind N. E. Harbor and Southern side of Bay full of drift ice.

Saturday, March 21st.—A gale of wind from the South-west, with several snow storms.

Monday, 23rd March.—A remarkably cold, snow, stormy day. Towards evening it moderated; snow fell to-day over one foot deep.

Tuesday, 24th March.—A fine but very cold day. The shore for about a mile off blockaded with drift ice; impossible to get out the schooner.

Wednesday, 25th March.—Wind from the South-west. Ice moving off. Anxious to get off at 4 p. m., when the tide was up,



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but there being signs of poor weather we remained. At night it came on to snow, and it blew hard from the South-west.

Thursday, March 26th.—At 4 a. m. all ready to start, but it blew too hard with light snow squalls, so we thought best to remain moored till 4½ p. m., when we unmoored and left with the wind from the Westward. After leaving and during the evening, till Ten p. m., we had several snow storms, but at 10 p. m. we came to anchor off the Government Wharf in Harbor Briton.

Friday, 27th March.—Spent the day ashore consulting with Mr. Hubert, the Superintendent of the Herring Protection, about the route appointed for me to look after. Wind West and South.

Saturday, 28th March.—A very wet day; could not get about; snow fast melting.

Sunday, 29th.—Like good boys, we all went to Church.

Monday, March 30th.—All day we had to remain on board. Wind N. E. Harbor full of drift ice. Some of the ships' crews in port went ashore, I among the rest. Several cases of falling through occurred, but none very serious.

Tuesday, 31st March.—All day and night schooner securely locked in the ice. A fine but very cold day.

On Wednesday, 1st April, at 6 a. m., all hands busy till noon at getting the craft through the ice with hatchets and poles. After getting clear we steered for St. Jacques, where we came to anchor for the night. I went on shore to see Mr. Snelgrove; found he had left this morning and had gone East up Fortune Bay. Wind S. S. W., with frozen rain.

Thursday, April 2nd.—At 5 a. m., left. Went to Round Counter or Rencontre and the Brook Harbor. Saw several herring hauling crafts, which, owing to weather, are unable to get ready. Wind S. S. W., increased to almost a gale; had to remain the night.

Friday, 3rd April.—At 6 a. m. left Rencontre; arrived in Corbin at 10 a. m. Could not leave, as the wind increased with snow squalls till evening, when it came to rain.

Saturday, 4th April.—At 2 a. m. left Corbin. Called at some of the small harbors; found most of them ice bound, the wind being fair, being E. S. E. Went on to St. Pierre to see how many Bankers had arrived; towards night we arrived in St. Pierre. After night it blew a gale from E. S. E., too much to get on shore; 20 Bankers in, getting ready for baiting.

Sunday, 5th April.—A cold, wet, windy day. At 9 p. m. left St. Pierre for Fortune.

Monday, 6th April.—At 4 a. m. arrived in Fortune. This day engaged in Custom House.

Tuesday, 7th April.—All day and evening very busy in Custom House and collecting Light dues, etc. No crafts as yet ready to leave owing to the extreme backwardness of the season.

Wednesday, 8th April.—Left, bound West; had a look around Brunet Island; weather moderate, with occasional snow storms; out all night.

Thursday, 9th April.—Got as far West as Dragon Bay, an inlet three miles deep, from a quarter to a half mile wide, where we anchored for the night. A great place for herring hauling; no other crafts about.

Friday, 10th April.—This morning at 6 a. m. left Dragon Bay and after beating about against a head wind for six hours, got into Bay de Loire; a fine, but a very cold day. This is also a much frequented place by herring haulers. Wind N. N. W.

Saturday, 11th April.—At 5 a. m., left Bay de Lievre; wind W. S. W.; very moderate at about noon; the Coastal Steamer bound East, passed. We hoisted our flag; at about 9 p. m., we succeeded in getting into Rameo; a beautiful fine day; we ran about forty miles to-day. After night it came on to blow half a gale of wind.

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Sunday, 12th.—Remained in Rameo Harbor.

Monday, 13th April.—At 5 a. m. left Rameo ; went six miles up White Bear Bay, which is also a good place to haul herring ; found no signs of herring ; some of the fishermen informed us that herring was so scarce that they could not get enough for bait ; signs of cod-fishing are good. The bottom or head of this Bay is frozen over solid.

Tuesday, 14th April.—We were out all night becalmed ; and all this day layed about within 3 miles of Rameo and Burgeo ; we could not get into Burgeo owing to a heavy sea and want of wind. We got off Oar Bay and Tramway Harbors where the punt fishermen are doing well, but complain of a want of bait or herring. We were out all night almost becalmed ; the day very fine.

Wednesday, 15th April.—At daylight off Harbor Galle, Bay Despair ; no sign of herring ; saw several schooners getting wood. We visited Snook's Harbor and Fox Island ; saw seven schooners. Wind light. Called at Patrick's Harbor, where was several schooners, some getting painted, some getting wood, but none making any efforts to find or haul herring. At 12, noon, left and cruised around several celebrated herring hauling places ; no sign of herring ; saw a good many crafts, some getting wood and water. Called at Great Jervis at about 4 p. m. ; we passed through Pass Island Tickle and the Light House, and about 7 p. m. came to anchor in Great Harbor, Connaigre Bay, where we saw over 20 crafts fitted ready to haul herring. There is an excellent sign of herring ; the punt fishermen get plenty ; and cod-fishing is just begun with excellent results ; some punts getting two or more quintals per day.

Thursday, April 16th.—Too much wind to sail at 1 p. m. ; left with a head wind and a heavy sea ; shortly after leaving our jib halyards broke ; after repairing we kept on, and about six p. m. came to anchor in Harbor Breton, where we found over a dozen crafts waiting to haul herring. Weather cold ; wind westerly.

Friday, April 17th.—At 5 a. m. left for Jersey Harbor, where I found about 30 schooners awaiting the time to haul herring ;

excellent signs of herring, in fact plenty to haul were it lawful. As Mr. Hubert was in Fortune Bay with the Steamer, I had to keep a sharp look out; I boarded several of them to see whether any had hauled; I did not find any violators of the Law. At about 10 a. m. went to Little Bay, where I saw a good many at anchor and some under sail; indubitable signs of herring; I boarded several of them, opened their hatches, and examined their seines, but found no violators of the Law, but all willing to keep it. Yet fearing some one might be tempted to haul and make a good thing of it, as herring are plentiful here, and in St. Pierre are very valuable. At noon went to Miller's Passage; found eight herring hauling schooners lying awaiting the time; went on board some of them, found all right; they all seem willing to keep the Law. The bottom of this Harbor is full of ice. At 1 p. m. left and came to Little Bay, North East Arm, where I met Mr. Snellgrove on board the *Phæbe*, Capt. William Skinner, of St. Jacques, coming out; I went on board and had a half hours chat to him concerning our routes, etc.; we then decided that for the rest of the day and evening, that he, Mr. Snellgrove, should cruise East, and I West, of Little Bay.

Friday, April 17th.—After leaving Mr. Snellgrove, I again went West of Little Bay; took a look in on the shore, along where were several crafts cruising in search of herring; I did not see any hauling them; I then cruised near Harbor Breton Bay, and in Jersey Harbor; found all right. Knowing that Brunet Island is a good place for herring, and as it was getting dark, I started for Brunet; cruised around it; saw several schooners, but no one making any efforts to haul. It being late, and knowing that in the darkness no more efforts on my part, or on the part of the Government Herring Protectors, could do no more, and the wind being moderate from the North East, I started for home; the wind soon increased considerably, and about midnight, where I found that even all our own harbor had not yet left for the herring fishery, with much difficulty they landed me with the Constable that accompanied me, as the wind was in from the North East and a heavy sea on the Bar; after landing I dismissed the Captain from further service, who at once started off on the herring fishery.

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I must say that I was pleasingly surprised that all whom I came in contact with were anxious to keep the law, and to induce others to do the same. For my part, I can honestly assure you I have done my duty and upheld the dignity of the law; and I firmly believe that the protection of the Herring Fishery has been a mutual benefit to all engaged in it, financially, and will add to the general trade of the country many thousands of pounds directly and indirectly.

Most likely my Report is more lengthy and minute in detail than necessary; if so, I ask your forgiveness this time, promising, if favored with another opportunity, of abbreviating it as much as possible. Hoping that it will satisfy the Government that I have done my best to obey my instructions and the intentions of the law, I beg leave to subscribe myself,

Your humble and obedient servant,

HENRY J. HADDON.

To the Hon. E. D. SHEA,  
Colonial Secretary, St. John's.

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**No. 54.**

**Report of Mr. Thomas Marshall, on Herring Fishery  
Protection Service in Placentia Bay, 1885.**

March 18th, Wednesday.—Wind E. N. E. Place blocked with ice. Two miles of ice outside schooner *Rosina*. Bay appears to be full of ice.

19th.—Wind S. E. No possibility of getting out.

20th.—Wind N. E., strong breeze. At noon, veered Southerly with rain and sleet.

21st.—Wind W. N. W., a gale. Cutting ice all day; very cold.

22nd, Sunday.—Wind W. N. W., and very frosty.

23rd.—Wind E. S. E. Snow, sleet, rain; strong breeze; Two p. m., moderate rain. Steamer *Plover* detained here since Saturday night owing to bad weather and ice.

24th.—Steamer *Plover* left this morning at 5 a. m.; had some difficulty in getting out through ice. Wind E. N. E., and squally. Cutting out ice all day; ice two feet thick.

25th.—Wind N. E. Cutting out. Variable winds to-day. At 6 p. m. snow with sleet. Heard from Oderin to-day, all the harbors down the Bay blocked with ice yet.

26th.—Wind N. N. W. Heavy fall of snow last night. Cutting out all day.

27th.—Wind N. N. E., fine. Cutting out all day.

28th.—Wind W. S. W. Strong breeze all day, with heavy rain.

29th.—Wind W. in morning; veered W. S. W. in afternoon; heavy rain and sleet; full of ice.

30th.—Wind N. N. E., fine and frosty; cutting ice all day. Wind N. E. at 6 p. m.

31st.—Wind E. N. E. Cutting out all day. At 4 p. m. wind S. E. Steamer *Plover* arrived from Westward, detained with ice.

April 1st, Wednesday.—Steamer left at 5 a. m. Wind W. noon—veered to W. S. W. Six p. m., S. S. W., and rain. Cutting ice all day.

2nd.—Wind W. N. W. Burin Bay filled with drift ice; strong breeze.

3rd.—Wind S. W., squally, noon—veered S. S. W., with rain and sleet; 6 p. m. free rain.

4th.—Wind N. N. E., fine; 10 a. m., veered E. Spoon Cove full of ice still. Three p. m. wind E. S. E., strong breeze, sleet, snow and rain. During the night very rough.

5th, Easter Sunday.—Wind S. S. E., with rain and glitter. Six p. m., calm and foggy.

6th.—Wind West, hazy; 3 p. m. wind N. W. Trying to force out through the ice. 8 p. m. calm.

7th.—Wind E. N. E., with sleet and snow, half a gale. Craft got clear of ice last night. No chance of going out to-day.

8th.—Left Burin at 10 a. m.; wind N. E. At 5 p. m. bore up for Mortier Bay; strong breeze.

9th.—Wind East, moderate. Left Mortier Bay at 6 a. m.; scarcely any wind. Met some drift ice, and bore away for Oderin; got there at 7 p. m.

10th.—Wind N. W., strong breeze, half a gale; no chance of getting out.

11th.—Calm, no wind at all to-day; left and had to go back to Oderin again.

12th.—Wind E. N. E., strong wind and snow; no chance of getting away.

13th.—Left Oderin to-day; wind W. N. W., not much; got to Indian Harbor at 7 p. m. Herrings scarce. No Newfoundland Bankers here yet.

14th.—Left Indian Harbor for Mussel Harbor and Buffett at 8 a. m., calm. Arrived at Mussel Harbor at 11 a. m.; does not appear to be much herring here. Mr. Chambers' Banker and one from St. John's, hav'nt enough bait yet.

15th.—Wind E. N. E., snowing thick; snowed all night. Nine a. m. wind veered N. N. W.; left Mussel Harbor for Spencer's Cove and Haystack. Arrived at Spencer Cove at 5 p. m.; one Banker got bait here this morning. No craft here now; some

sign of herring; none at Haystack, or craft either; Chambers' Banker from there, and no herrings.

16th.—Wind W. N. W., blowing hard. Herring here, but poor weather for hauling; too much wind to get out; no one at all hauling for St. Pierre that I can hear of; can't get enough for Newfoundland Bankers. No herrings at Ragged Islands or Brewley; Chambers' Banker here still, and not enough bait yet.

17th.—Left Spencer's Cove for Mussel Harbor at 7 a. m.; wind W. N. W.; got to Mussel Harbor about 10 a. m. Two St John's Bankers and one Placentia Banker here. Herring scarce. No one looking to haul for St. Pierre; not enough for Bankers here.

18th, Saturday.—Left Mussel Harbor at 8 a. m. for Burin; wind N. E.; left three Newfoundland Bankers there looking for bait; herring scarce; don't think there was any carried to St. Pierre out of this Bay yet, unless they were from Placentia, but heard from Bankers no herring there. Arrived in Burin at 3 p. m.

THOS. MARSHALL.

Burin, April 18th, 1885.

**No. 55.**

**Report of George T. R. Snellgrove, Esq., on Herring Fishery Protection Service, 1885.**

ST. JACQUES, }  
1st May, 1885. }

The Hon. Colonial Secretary,

DEAR SIR,—

In accordance with instructions received from your office of the 28th March, I hired Mr. William Skinner's craft "Phœbe" for the Herring Fishery Protection, and on the 17th March went in



her to Harbor Briton to see Mr. Hubert, and to receive from him instructions as to the part of the District I was to cruise in, etc.

We left Harbor Briton on the 18th, and visited all the principal Harbors under my supervision, seeing the people and explaining the law to them, and warning them of the consequences if the law was broken.

I found several French Bankers in for bait, which I boarded, and received their Light dues from them.

Their bait was caught for them by our people in nets, which was a great help to them, some of them at the time being very badly off.

We remained cruising until 1 a. m., April 18th, and am happy to be able to inform you that, as far as I know, there was not any breach of the law.

I am, Sir,  
Your obedient Servant,

(Signed,) GEO. T. R. SNELLGROVE.

**No. 56.**

**Report of Henry Camp, Esq., on Herring Fishery Protection Service, 1885.**

PUSHTROUGH, }  
30th May, 1885. }

SIR,—

Herewith I forward my Journal on Herring Protection, Spring 1885. I have purposely kept it back to add a little information as to prices, &c.

I think our Coast Fisheries Act requires a few amendments yet. At the same time I candidly say that the whole thing ought to be erased from the Statute Book and something tangible put in its place. The Local Bankers Act of 1884 is certainly beyond the comprehension of an ordinary mind; a legal mind may construe it. It says "the owner of any vessel owned and registered in this Colony, &c." A vessel may be, (and many are) owned, but not registered, in the Colony. Again, except by in-barring or enclosing, the former need not be done, the latter must, as we understand the word, or you cannot dip them out of the seine. Again, a craft say, 30 tons, may take 60 barrels; the crew would be about seven men; 15 barrels would be sufficient; the other 45 may be sold to advantage and the craft return to land, get another lot, and repeat the same thing over and over. Now, Newman & Co's brig not being owned or registered in this Colony, could not avail of this Section, but have to remain to the 18th April before they could bait.

I think a fine of 20 to 50 dollars ought to be put on those men that take the seine, and all other apparatus in the skiff with full crew, leave their vessel and proceed to the Herring Coves in search of herrings, before the time fixed by law. They tell us, "We are only looking round to see if there's any sign of herring!" but they would haul no doubt if they got a chance; many have done so. I take it to be a contempt of law.

I have, &c.,

(Signed,)

HENRY CAMP.

JOURNAL OF SCHOONER "ELIZABETH NASH."

April 6th, Monday.—Wind S. W. Weather cloudy, dry.—Left Pushthrough at early morning, bound West. Called at Bonne Bay; spoke fishermen along shore; no fish and very little bait. Beat up to Fuchia Bay and called at Dragon Bay. Anchored at

Brent's Cove. Ice gone as far as Leonard's Cove. Ten geese; freezing hard.

April 7th, Tuesday.—Wind E. N. E. Weather cloudy and heavy snow.—Hove up at 5 a. m., and ran out of Fuchia Bay, (Facheux) beating to the Eastward. At 7 a. m., snow; at 9 tacked; wind freshening. At 10 a. m., anchored in Great Jervis; weather rough; wind increasing. Schooner "J. B. Gorman" out of Bay Despair, wood laden, for St. Peters.

April 8th, Wednesday.—Wind N. E. Weather fine, early morning.—Reefed sails; took off bonnet; stood in to Bay d'Espoire; let reef out of foresail; nothing in the Bay. Seeing ice to the Eastward; went about at Fox Island, 10 miles East of Great Jervis. Stood in to Lamble's Passage; on to Goblein; ice there and at Stanley's Cove. Crossed Emmanuel's Arm. Ice driving out from Bay du Nord. Expecting Mail Boat, ran out to Great Jervis. Anchored at 7 p. m. Fifty years this night I arrived at Harbor Briton, being 8th April, on a Wednesday night, time 11 p. m.

April 9th, Thursday.—Wind S. S. E. Weather dark; cloudy.—Got mail from 'Plover' at 1 a. m., and left Great Jervis for Push-through. At daylight left for Bonne Bay; at noon, calm, stood out in the Bay to hail a schooner—"Dove," of Fortune, John Lake, sr.; raining torrents. Got as far East as Pushthrough, Back Cove. Anchored among loose ice.

April 10th, Friday.—Wind West. Weather fine.—Left Back Cove and ran in the Bay. Heard 80 Bankers in St. Peters. Mr. Haddon, my colleague, there also. Borrowed Mr. Gallop's Local Acts, 1884; reefed mainsail and took off bonnet; beat out to Picaree. Newman's Supply craft here landing salt, &c.; getting uneasy at Gaultois. No fish or whales in the Bay; bait very scarce. Every appearance of another sinking voyage.

April 11th, Saturday.—Wind calm, and light airs. Weather fine, a. m.; threatening p. m.—Trying to get out of the Bay; very calm to 3 p. m. Saw "Plover" from West. Wind sprung up from East; sky dark and heavy; spoke fishermen; no fish scarcely, and the few very small  $\frac{1}{2}$  to  $\frac{3}{4}$  brl. herrings per net at Hermitage Cove,

Ramea Harbor, Little Bay, Sam Hitches. Saw indication of herring about Great Fox Island. Anchored at Pushthrough 7 p. m.

April 12th, Sunday.—Wind N. E. ; snow. Cleared away afternoon ; tolerably fine at Pushthrough.

April 13th, Monday.—Wind S. W. to W., calm 5.30 a. m., N.W. Weather fine ; heavy white frost. Left at 5.30 ; very light air. Passed through Great Jervis. Spoke "Mary Alice," from Grand Bank. Heard three Grand Bank schooners had left that port in quest of bait. Looked in at Patrick's Harbor and Harbor Galley. Tried Little Passage—ice bar about one mile wide. Ran on to Barr'd Islands ; saw a large number of geese ; Indians say more geese than any Spring past 10 years ; had three Indians on board all night. Going outside in quest of food ; offered 30s. for a carcase of venison ; 3s. 9d. for a goose ; both offers refused. Ice about 10 miles to head of Bay.

April 14th, Tuesday.—Wind calm, 4 a. m, White, dense frost ; very cold.—Men had breakfast and hove up ; calm till noon ; very bright and warm at sunrise ; at noon, light breeze. Beating out of the Bay, passed "Alexander," "Mary Jane," Bonne Bay, and a boat from Burin, all bound in for fuel. Five p. m., calm again ; at 10.30 p. m. sudden squall from N. N. E. After one hour smart running, anchored at Great Jervis 11.30 p. m. ; very cold.

April 15th, Wednesday.—Wind S. W. Weather fine ; quick breeze. Under way at 5.15 a. m. Passed Pushthrough ; on to Bonne Bay ; herring at Bonne Bay in the nets. American fishermen purchased three thousand, equal to four barrels, and went on Pass grounds for halibut. On to Dragon Bay ; boarded "River Queen" from Burgeo ; had been trying to get on Channel Bank for a month past. Coast from Cape Ray several leagues East blocked with Gulf ice ; catching fresh bait in nets, intending to try Pass grounds. I expected to find Mr. Haddon here from Fortune, but failed to do so. One p. m. turned to the Eastward. This will be my last trip so far West. From henceforth I shall have enough in hand watching Hermitage and Despoire Bays. Ran on to Mosquito ; nothing in here. Crossed Bay d'Espoire ; on to Little Bay. Met Newman & Co's "Caroline" with part crew for

brig "Chanticleer." Brig "Chanticleer" fitting out at Harbor Briton for the Grand Banks. Nothing in Picaree. Ran on to Gaultois. Little Passage still blocked with ice. Brought up at Gaultois 7 p. m.

April 16th, Thursday.—Wind West, strong breeze. Weather fine. Left Gaultois 6 a. m. to beat out of the Bay. Anchored under the lee of Fox Island; reefed mainsail and foresail, took bonnet off jib. Wind very fresh, sea making fast; hove up and turned through Fox Island Reach to hold smooth water; stood off in the Bay; weathered Long Island at noon. Standing on to the west side of Bay de Espoire, saw schooner anchored, "Isit," from Ramea, crew out in skiff, with part of "Sylphs" crew, trying to get bait for the latter for Bank fishery; gave Penny particulars of Banker's Act, and bore away for Patrick's Harbor; 8 crafts here with five seines. One mile East of Fox Island met "Hyacinth," 1 seine; and at May's Cove, "Phlox" and "Clara" with 1 seine. At the Barred Islands "Mary Anne" and "Theresa," 1 seine; "Francis" and "Kitty," 1 seine. Not clear of ice in Little River. Two elderly men died at Ship Cove some time back; one remains unburied owing to difficulty in getting out over the Bay ice. Hauled on the wind and got out of the Bay, as far as May's Cove, and anchored at 8 p. m.

April 17th, Friday.—Wind S. S. W.; W.; N. N. W. to N. E. up to 10.30 p. m. Weather wet fog early morn; fine; fine to squally with little snow in squalls. Hove up at 4.30, turning out saw two crafts making for Little Passage, followed up to edge of ice; "Phlox" and "Clara"; out again. Crossed Bay to Lamble's Passage; no crafts in; South Side again. At Harbor Galley, one craft. Patrick's Harbor, 8, as yesterday. Out to the North Arm. Nothing at Goblein, Bay d'Este, Cul de Sac, Little or Great Quil-laie. At Birch Cove "Hound" and "Isit," 1 seine; also "Sylph," banking schooner; no bait as yet. Emmanuel's Arm, no banking craft. At Great Jervis, "H. H. Camp," 1 seine; "Alexander C.," 1 seine. On to Pushthrough, "Mary Jane," 1 seine; "Polly" and "Mary Hannah," 1 seine. Through the Reach to Bonne Bay; 6 crafts, 3 seines. Nothing at Mosquito (my Western limit).

Turning East across Bay d'Espoire to Sam Hitches and Little Bay; 2 crafts at Sam Hitches, 1 seine. About sundown saw a skiff, seine and crew at edge of ice in Lee's Cove, Little Bay, apparently about to heave out; there was a good show of herrings; warned them. Hewit and Snook, of Fortune; think if I had been half hour later at Little Bay at sundown I should have taken a seine with herring. Left Little Bay to cross Bay d'Espoire again, going West with a smart breeze. Met Edward and George Rumsell, 2 crafts, 1 seine, from Pushthrough; told them to go direct to Lee's Cove and have an eye on the skiff there. I had before requested W. Kendle and W. Stickland to watch these men, telling them they should be well paid, if the fellows put out the seine and they witnessed it. Reefed mainsail, got over on the West side of Bay d'Espoire; coasted for a time; wind freshning; snow squalls and hail. Anchored outside of Great Jervis for a time, now 9 p. m.; after waiting 1½ hour hove up, ran out off Pushthrough; gathered up my traps; went ashore 10.55 p. m.; strong breeze. I feel confident that no one has hauled in my District before the legal time.

(Signed,)

HENRY CAMP,

Superintendent Herring Protection,

Hermitage Bay.

April 18th, Saturday.—Hewit and Snook hauled early this morning; Rowsell also hauled later; both went off with herring about noon to 1 p. m. Toward evening, W. Lee, Bonne Bay, hauled.

April 20, Monday, after night.—Heard herring 17 francs per barrel.

April 22.—Herrings 11 to 13 francs up to the 25th. Bankers taking about half bait owing to high price of bait and low price of fish.

April 25.—Herrings 11 francs, going down to 27th.

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April 27, Monday.—Herrings to about 18th May. Herrings ranging from 2 to 12 francs per barrel, according to quantity arriving.

May 10th to 15th and 16th.—Nothing doing. Herrings being thrown away.

May 20th.—Another rise took place, 12 to 14 francs being freely given, this lasted to 26th or 27th. 28th, no sale; herrings brought back for manure. Men of Hermitage Bay gave it up. All in this Bay have done a little; a few very well, with one exception, and that, unfortunately, is a poor man, who has been laboring hard for three years to get out a craft about 46 tons. He has her out, and I know must be £200 or £250 in debt on the whole fit out, and up to last night had not earned 1 cent for six men since 18th April.

H. C.

**No. 57.****Report of the Joint Committee of the Legislative Council and House of Assembly, appointed to consider the subject of the Capture and Sale of Bait, beg to report as follows:—**

They find that from the earliest records extant, relating to fisheries of Newfoundland, the immense importance of the bait supply has been appreciated by the Imperial and Local Governments. As far back as the year after the Treaty and Declaration of Versailles in 1783, (i. e., in the 26th year of the Reign of His Gracious Majesty King George III.,) an Act was passed by the Parliament of England absolutely prohibiting, under penalties, any English subjects in Newfoundland from selling any bait whatsoever to foreigners. This Act remained in force for some years, and immediately after the concession of a local Legislative Assembly to this Colony the subject of bait supply to foreigners was again agitated, and in 1836 an Act was passed by the Colonial Legislature imposing an export duty of three shillings sterling a hundred weight upon "all fresh herrings and caplin, and upon salted or pickled herring or caplin in bulk," *exported* from this Colony; and by a subsequent enactment (12 Vic., Cap. 7,) the restriction was repealed so far as it affected the exportation of herrings (whether fresh, salted, or pickled), in bulk to any part of the British Dominions, the masters of the vessels in such cases being required to give bond for the payment of the amount of duties, which bond was only to be cancelled upon the production, within one year of the date thereof, of a Certificate from competent authority that the cargo had been duly entered and discharged at a port within the British Dominions. This enactment remained in force until the participation of the subjects of the United States in our fisheries, under the Reciprocity Treaty of 1854, necessitated its repeal. The extreme pressure exercised by the British on the Colonial Government from the expiry of the Reciprocity Treaty of 1854, down to the time of the



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Treaty of Washington alone, prevented the passage of an Act in the Colony prohibiting the sale and export of bait from the Colony for any purpose whatever. The very stringent clauses of the Treaty of 1818 preventing American fishermen from resorting to our bays or harbors except "for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever." While freely allowing American vessels engaged in other pursuits the free use of our ports for all other purposes, plainly indicate the conclusion that it was then considered necessary to exclude the United States fishermen from any kind of access to our bait supply.

Whether the supply of bait fishes has decreased or is decreasing from their present extensive employment, the Committee have not sufficient data before them to positively decide; but it is the opinion of many of the oldest and most experienced persons engaged in our trade and fisheries, that such is the case. That it is the opinion of the Legislature that the demands now made upon the supply is quite as great as it can bear, is evidenced by the fact that the promising industry essayed here a few years ago of the manufacture of guano from these fishes, was crushed out of existence by an Act of the Legislature prohibiting their capture for that purpose.

The value of these fishes to the Colony, always highly appreciated, has of late years been greatly enhanced by the revival of the Bank fishery; for whereas bait is only one of several means employed in the Shore and Labrador fisheries for the taking of codfish, the jigger, the codseine, and the codtrap probably secure a much larger proportion of the total catch in these fisheries than that taken by bait; the sole dependence of the Bank fishery is on this article. The revival of the Bank fishery, therefore, renders it more than ever necessary that bait fishes should be zealously guarded.

The vast superiority of fresh over salted bait for use on the Banks has been satisfactorily established; and the testimony of United States and Canadian fishermen, taken before the Halifax Fishery Convention of 1877, leaves no other conclusion admis-

sable. The advantages offered by our coasts, where alone these three bait fishes—the herring, caplin, and squid—can be obtained in sufficient quantity, in respect to Bait supply to those prosecuting the fishery on the Banks and in the deep waters in the vicinity of our Island, are attested by the fact that the stipulation in the Washington Treaty most valued by the Americans was the privilege of taking that bait.

At present there does not appear to be any law on our Statute Book sufficiently safeguarding these valuable bait fisheries. The recent action of the French Banking fleet in coming into the harbors of our South West Coast, where they have no fishery privileges, and evading the effect of our laws, heretofore found sufficient to prevent the exportation of bait before the 18th day of April, shows that, so far as that nation is concerned, we have no means at present of limiting or restricting the supply to them.

Our other rivals, the United States, stand on a different footing. The Treaty of 1818 forbids them entering our ports for the purpose of obtaining bait, and the Imperial Act of 59 George III., Cap. 38, makes it unlawful, under severe penalties, for them to do so, but up to the present moment the means of strictly enforcing the observance of that Treaty, and punishing the violation of the Statute referred to, have not been provided, and American fishermen declare their intention of violating the Treaty by obtaining bait in our ports.

The question then arises—shall we permit the present position of affairs to continue, or shall we assert our undoubted and inalienable rights with regard to our inshore fisheries? To arrive at a just conclusion on this matter, it is necessary for us to examine the relations in which the two nations, desirous of obtaining this bait supply from us, stand to this Colony.

The French fishery, in relation to ours, has undergone considerable change in recent years—seriously speaking to our disadvantage. In the first place, to fish exported from St. Pierre to countries outside France, that is to say to markets where it competes with ours, an average bounty of ten francs per quintal

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(112 lbs. English) is at present paid by the French Government. Formerly this did not conflict with our interests, as the French Bankers were equipped in France, and brought most of their produce back to France to be consumed there, leaving only a small portion for exportation from St. Pierre to the French West Indies. Consequently Newfoundland rarely, if ever, found France a competitor in those markets to which we exported our fish.

Now, however, St. Pierre has become an extensive port of trade and of export, for traders from other Countries; and there is a large fleet of French bankers, and also a fleet sailing under the French flag, managed by French agents at St. Pierre, and owned to some extent by English and American subjects employed in catching fish to compete with us in all the European markets. This increasing fleet of Bank fishers has an enormous advantage over our fishermen, from the fact that, in addition to the bounty before referred to, they obtain food and goods of all kinds necessary for the fishery at St. Pierre, almost free of duty. While our fishermen are thus handicapped in the catching of fish, this fleet of bankers from St. Pierre obtain their supply of bait from our waters. The fish thus taken, is landed at St. Pierre, and on its export receives from the French Government a bounty equivalent to about ten francs for every 112 lbs. (English), eight francs direct, and about two francs indirect. The average price of Labrador fish, which is more especially competed with by French Bank fish, did not exceed in this Colony, during the past season, eleven francs for every 112 lbs. (English). It will thus be seen that the bounty as above, and differential duty on St. Pierre fish entering Spain under the most favored nation clause in their tariff, amount to twelve and one-half francs on every 112 lbs. (English), or, in other words, to more than the whole value obtained by our fishermen for Labrador fish.

The United States fishermen have, since the year succeeding the signing of the Treaty of Washington, been allowed to obtain bait unrestrictedly in our harbours and bays—the stipulation that they had the right to catch bait for themselves within the three

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mile limit, naturally carrying with it the corollary that what they had the right to take they had the right to buy, and the latter course was found by them to be the more profitable. For this privilege—for it was by far the principal one they exercised under the Washington Treaty—they paid a considerable sum of money, as well as admitted our fish duty free, and accorded to us the privilege of fishing on all the North-eastern coasts and harbors of the United States. They have now abrogated the Treaty of Washington, taken from us the privilege of fishing in their waters, and taxed our fish and oil when exported to the United States from twelve per cent. to thirty per cent., and yet assume to exercise, as of right, the privilege of obtaining bait as heretofore, when they gave us a fair return for that privilege. If we supinely assent to this course, we shall provide these, our rivals, with the means of shutting us entirely out of the United States markets.

The Committee have been informed that, unless the Legislature assent to the arrangement recently entered into between Great Britain and France, regarding the French claims on a part of the coasts of this Island, any Acts prohibiting or regulating the export of bait fishes will be disallowed by the parent Government.

The Committee are unwilling to believe that such an extreme course would be adopted by the Mother Country, for no better reason than that a nation, supposed to be a friendly one, demands a concession from this Colony which, if granted under the present system of French bounties, means starvation to our fishermen, ruin to our mercantile and industrial classes, and bankruptcy to the Colonial Exchequer. The result that would ensue to Great Britain by thus sacrificing two hundred thousand British subjects in this most ancient and loyal Colony, by a course of coercion exercised toward a people to whom self-government has long been accorded, a course too, the principle of which has been most emphatically repudiated by all political parties in England, and by her most eminent statesmen, would be to unduly increase the

navy of a rival power, necessarily involving a corresponding addition to the British navy, and increased taxation to the British taxpayer. The Committee are of opinion that, if the Legislature should be deterred from asserting, and so far as may be possible, enforcing their undoubted rights, they would be assenting parties to the sacrifice of the vital interests of this Colony; and, notwithstanding the threats held out on the part of France, and the expressed intentions of the American fishermen, the Committee believe that if we are true to ourselves, the cause of this Colony, the cause of justice and right must eventually be crowned with success.

The numerous petitions which have been referred to this Committee by the Legislature, show that a large number of those who have been engaged in supplying bait to Foreign fishermen, having seen the injury that is accruing to this Colony, now ask that this traffic should be restricted. One District alone, that of Fortune Bay, appears to be desirous of continuing the trade in bait with St. Pierre, a trade which, so far as the imports in this Colony are concerned, has been to a large extent illicit. It has defrauded the revenue, increased the burden of taxation on honest traders, and demoralized those who have taken part in it.

The Committee, therefore, recommend, in view of the fact that this Colony is not at present possessed of suitable cruizers to forcibly carry out the Treaty of 1818, and the Act of 59 George III., Cap. 38, with regard to American fishing vessels, as is being done at present by the Dominion, that the Government should issue a Proclamation, to be served on board all United States vessels engaged in the fishery and entering our harbors, prohibiting them from the use of our ports for any other purpose than the obtaining of wood and water, or for shelter while engaged in the fishery, and likewise prohibiting inhabitants of Newfoundland from trafficking in fish and bait with such vessels in any way; and that the authorities in such harbors as these vessels may enter, should be required to note and report to the Government any infraction of such Proclamation, which report, with a protest and claim for damages in each case, should be forwarded to the British Government.

And further, the Committee recommend that the Bill appended to this report, relating to the export of bait, should be passed during the present Session of the Legislature.

All of which is respectfully submitted.

A. W. HARVEY, Chairman.  
 JAMES S. PITTS,  
 M. MONROE,  
 J. SYME,  
 CHARLES BOWRING,  
 ROBERT THORBURN,  
 A. F. GOODRIDGE,  
 A. M. MACKAY,  
 A. BRADSHAW,  
 ELLIS C. WATSON.

COMMITTEE ROOM, }  
 May 17th, 1886. }

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